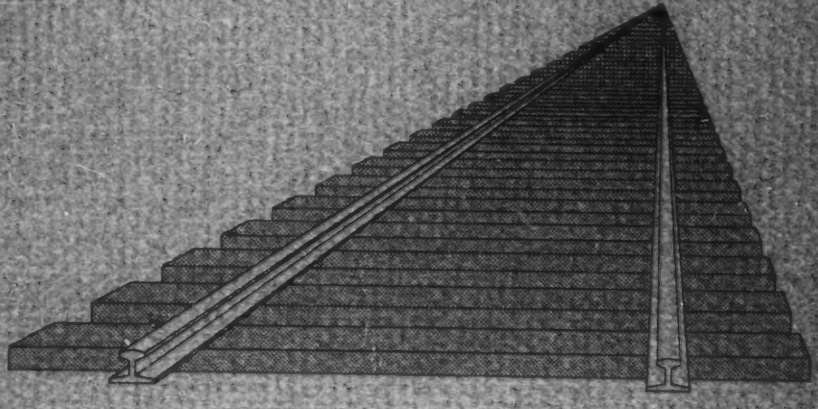
VOLUME NO. 8

Railroad Ten-Year Trends

1981-1990



Economics and Finance Department

ASSOCIATION OF AMERICAN RAILROADS

Railroad Ten-Year Trends

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PREFACE

RAILROAD TEN-YEAR TRENDS offers a comprehensive cross-section of railroad industry data in a tabular/graphic format. This volume (No. 8) contains detailed information for all U.S. freight railroads, in addition to that traditionally published solely for Class I railroads. As the title implies, most data are presented for the ten-year period 1981 to 1990. The major exceptions are data for the non-Class I railroads — most of which have been available only since 1986.

The tables are organized into the following sections:

- Profile of the U.S. Freight Railroad Industry
- Class I Railroad Statistics
  - 1990 Performance
  - Traffic and Revenue
  - Financial Statistics
  - Labor
  - Plant and Equipment
  - Operations
- List of U.S. Freight Railroads
- Railroad Organizations

The data for Class I railroads are derived from various annual reports to the Interstate Commerce Commission (ICC). Data for non-Class I railroads are collected from an annual survey by the Association of American Railroad's (AAR) Economics and Finance Department (E&F). Unless specifically noted on the table, the source of all data shown is E&F's "Analysis of Class I Railroads" series. Below is a summary of the source publications referenced in this publication. Data are taken from the most recent source document identified and may also include information from previous editions of that publication. In addition to these sources, non-published data have been used in the compilation of a limited number of tables and those sources are identified only on the table itself.

AAR

Analysis of Class I Railroads: Annual publication containing about 800 financial and operating statistics of each Class I railroad for the most recent year. Most of the data are compiled from the R-1 Annual Reports of Class I Railroads. Additional sources of data include the ICC Revenue Adequacy Decisions, ICC Wage Forms A and B, and the AAR's Freight Commodity Statistics.

Freight Commodity Statistics: Quarterly and annual publication containing regional and national gross freight revenues, as well as tonnage and carload originations and terminations. Contains data for Class I railroads only.

Profiles of U.S. Railroads: Semi-annually updated data base of selected operating statistics compiled from a comprehensive survey of U.S. railroads. Contains data of all railroads.

Carload Waybill Statistics: Annual publication containing the publicly available results of the ICC Carload Waybill Sample. Contains data from a statistical sample of essentially all U.S. railroad freight traffic.

Weekly Railroad Traffic: Weekly publication containing carloadings by railroad and commodity. Contains data of all Class I railroads and selected non-Class I railroads.

Railroad Equipment Report: Annual publication containing ownership, capacity, installations, orders and rebuilds by car type. Contains data of all railroads and private car owners. This publication supersedes several publications including New and Rebuilt Freight-Train Cars Installed and Freight Car Ownership.

AAR Railroad Cost Indexes: Quarterly publication containing price indexes of various railroad costs. Based on data of Class I railroads.

Universal Machine Language Equipment Register (UMLER): Continuously-updated computerized inventory of railroad equipment used in interchange service.

Annual Coal and Grain Rate Indexes: Annual publications based on survey of rates charged for a comprehensive sample of coal and grain movements.

ICC

ICC Revenue Adequacy Decisions: Annual determination of the Class I railroads' revenue adequacy under specified Ex Parte procedures. Contains data of Class I railroads only.

ICC Wage Forms A and B: Annual publication containing employment, hours, and wage data. Contains data of Class I railroads only.

Eno Transportation Foundation, Inc.

Transportation in America: Annual publication containing statistical information on all modes of transportation. Contains data of all railroads and other transportation modes.

Bureau of Labor Statistics, U.S. Department of Labor

Producer Price Index for Railroad Freight: Monthly publication containing freight rate indexes for various commodities. Based on data of Class I railroads.

Energy Information Administration, U.S. Department of Energy

Coal Production 1990: Annual publication containing various production and logistical data pertaining to the U.S. coal industry. Rail-related information includes all railroads.

Agricultural Statistics Board, U.S. Department of Agriculture

U.S. Grain Production Statistics 1979 - 1990: Annual publication containing production statistics of the U.S. grain industry.

Economic Report of the President

Transmitted February 1991 to the Congress. Contains various annual economic statistics such as Gross National Product (GNP), the GNP Implicit Price Deflator and Industrial Production.

Where appropriate, a "notes" page containing explanatory information pertinent to the tables in that section has been placed at the beginning of each section. Notes also appear on the individual tables when further information is necessary.

The consist of the railroad industry is dynamic, and shifts in the composition of the various railroad groupings (Class I, Regional, Local Linehaul, and Local Switching and Terminal) will have some impact on the comparability of the data from year to year. Factors affecting the consist include mergers, the creation of new railroads, bankruptcies, and declassifications (see tables on pages 32 to 34). In addition, the classification of Local Linehaul and Local Switching and Terminal railroads was refined after the 1986 AAR survey — resulting in a significant shift in the composition of those two classes between 1986 and 1987, due solely to this definitional refinement.

As a result of independent rounding, individual components may not always sum to the total shown. The value of any given statistic is the same in each place it appears in the publication, even though the associated numbers used to compute the statistic may be rounded differently in the respective tables.

Unless otherwise noted, all dollar values are stated in current dollars.

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PROFILE OF THE U.S. FREIGHT RAILROAD INDUSTRY

DEFINITIONS

For regulatory purposes, the ICC classifies railroads into three groups — Class I, Class II, and Class III. The breakdowns are based on annual operating revenue, with Class I roads having the largest revenues and Class III's the smallest. The Class I railroads have substantial reporting requirements. In contrast to the ICC's regulatory needs, the major focus of one database developed by the AAR's Economics and Finance Department is tracking changes in the railroad industry resulting from the creation of new roads spun-off from Class I carriers. Some of these new roads are several hundred miles long, while others operate only one or two miles. The AAR's classification scheme is designed to distinguish between these roads, and their different operating characteristics. After reviewing several factors, it was determined that the combination of miles of road operated and revenue was sufficient to make the needed distinction. The definitions for all three categories are as follows:

Class I Railroad

In 1990, the Class I threshold (determined by the ICC) was annual operating revenue of $94.4 million. This threshold is indexed to a base of $50 million in 1978, and adjusted annually in concert with changes in the "Railroad Freight Rate Index" published by the Bureau of Labor Statistics. There were 14 Class I railroads (owned by 13 Class I systems) reporting to the ICC in 1990. Declassification from Class I status occurs when a railroad falls below the threshold for three consecutive years.

Regional Railroad

Regional railroads are non-Class I, linehaul, freight railroads which operate at least 350 miles of road and/or earn at least $40 million in revenue. There were 30 Regional railroads in 1990.

Local Railroad

Local railroads include freight railroads which are not Class I or Regional; they operate under 350 miles of road and earn less than $40 million annually. The Local railroad category can be further subdivided into local linehaul carriers and switching and terminal carriers. This latter category is comprised of railroads which primarily provide switching and/or terminal services for other railroads. They usually have a relatively large number of employees per mile of track. In 1990 there was a total of 486 Local railroads, of which 298 were linehaul and 188 were switching and terminal.

Notes:

- A 1987 change in the definitions distinguishing local linehaul from local switching and terminal railroads resulted in a significant shift in the composition of those two classes between 1986 and 1987. While the statistics for either of these two categories are not comparable from 1986 to 1987 because of the definitional change, the statistics for all local railroads as a whole (linehaul plus switching and terminal) are unaffected.
- The Boston and Maine Railroad (B&M) was not officially declassified by the ICC until one year after it technically met the criteria for declassification (operating revenue less than the revenue threshold for three consecutive years). As a result, the 1988 data of the B&M have been treated differently in the various sources used to compile this book. The E&F's "Profiles of U.S. Railroads" and the "Railroad Equipment Report - 1991" include as Class I the 1988 data of the B&M Railroad, while the other sources of 1988 data include B&M as non-Class I.

1990 INDUSTRY OVERVIEW

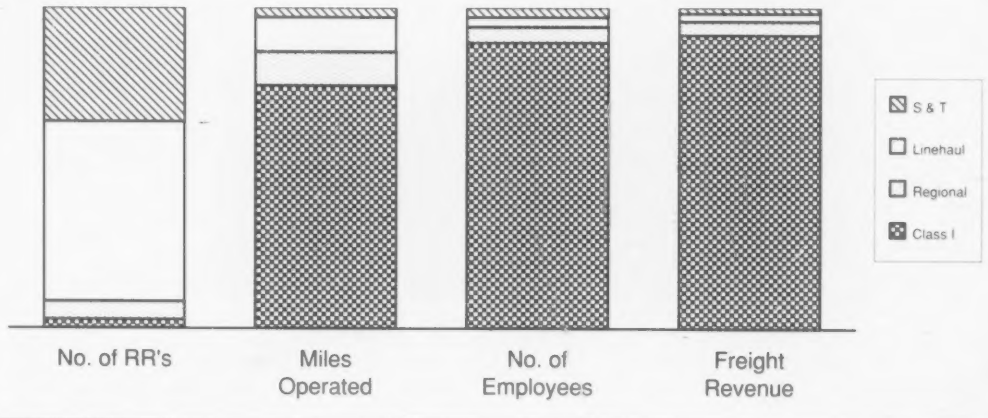
Type of Railroad	Number of Railroads	Miles Of Road Operated	Number of Employees	Freight Revenue (thousands $)
Class I	14	133,189	209,708	$27,470,520
Regional	30	18,375	11,578	1,290,603
Local				
Linehaul	298	19,041	7,009	766,332
Switching & Terminal	188	5,296	7,248	537,871
All Railroads	530	175,901	235,543	$30,065,326

PERCENT

Type of Railroad	Number of Railroads	Miles Of Road Operated	Number of Employees	Freight Revenue
Class I	2.6 %	75.7 %	89.0 %	91.4 %
Regional	5.7	10.4	4.9	4.3
Local				
Linehaul	56.2	10.8	3.0	2.5
Switching & Terminal	35.5	3.0	3.1	1.8
All Railroads	100.0 %	100.0 %	100.0 %	100.0 %

Note: See note on page 106.

Source: AAR - "Profiles of U.S. Railroads"



NUMBER OF RAILROADS

Year	Class I	Regional	Local	
			Linehaul	Switching & Terminal
1986	18	25	375	75
1987	18	27	285	172
1988	17	30	280	166
1989	15	31	287	177
1990	14	30	298	188

Note: See notes on page 8.

Source: AAR - "Profiles of U.S. Railroads"

NUMBER OF EMPLOYEES

Year	Class I	Regional	Local	
			Linehaul	Switching & Terminal
1986	244,912	16,894	11,014	5,906
1987	235,814	10,927	6,536	9,217
1988	231,299	12,092	6,431	7,255
1989	221,704	12,361	6,673	7,729
1990	209,708	11,578	7,009	7,248

Note: See notes on page 8.

Source: AAR - "Profiles of U.S. Railroads"

MILES OF ROAD OPERATED

Year	Class I	Regional	Local	
			Linehaul	Switching & Terminal
1986	155,554	13,133	15,683	2,197
1987	147,568	15,100	14,534	4,011
1988	140,767	15,310	14,556	4,181
1989	137,504	18,554	16,478	4,738
1990	133,189	18,375	19,041	5,296

Note: See notes on pages 8 and 106.

Source: AAR - "Profiles of U.S. Railroads"

MILES OF ROAD OWNED

Year	Class I	Regional	Local	
			Linehaul	Switching & Terminal
1986	NA	NA	NA	NA
1987	126,838	12,371	10,271	2,693
1988	122,310	12,331	10,354	2,838
1989	119,014	13,910	11,910	3,235
1990	115,219	13,296	14,201	3,263

NA - Not available

Note: See note for 1988 on page 8.

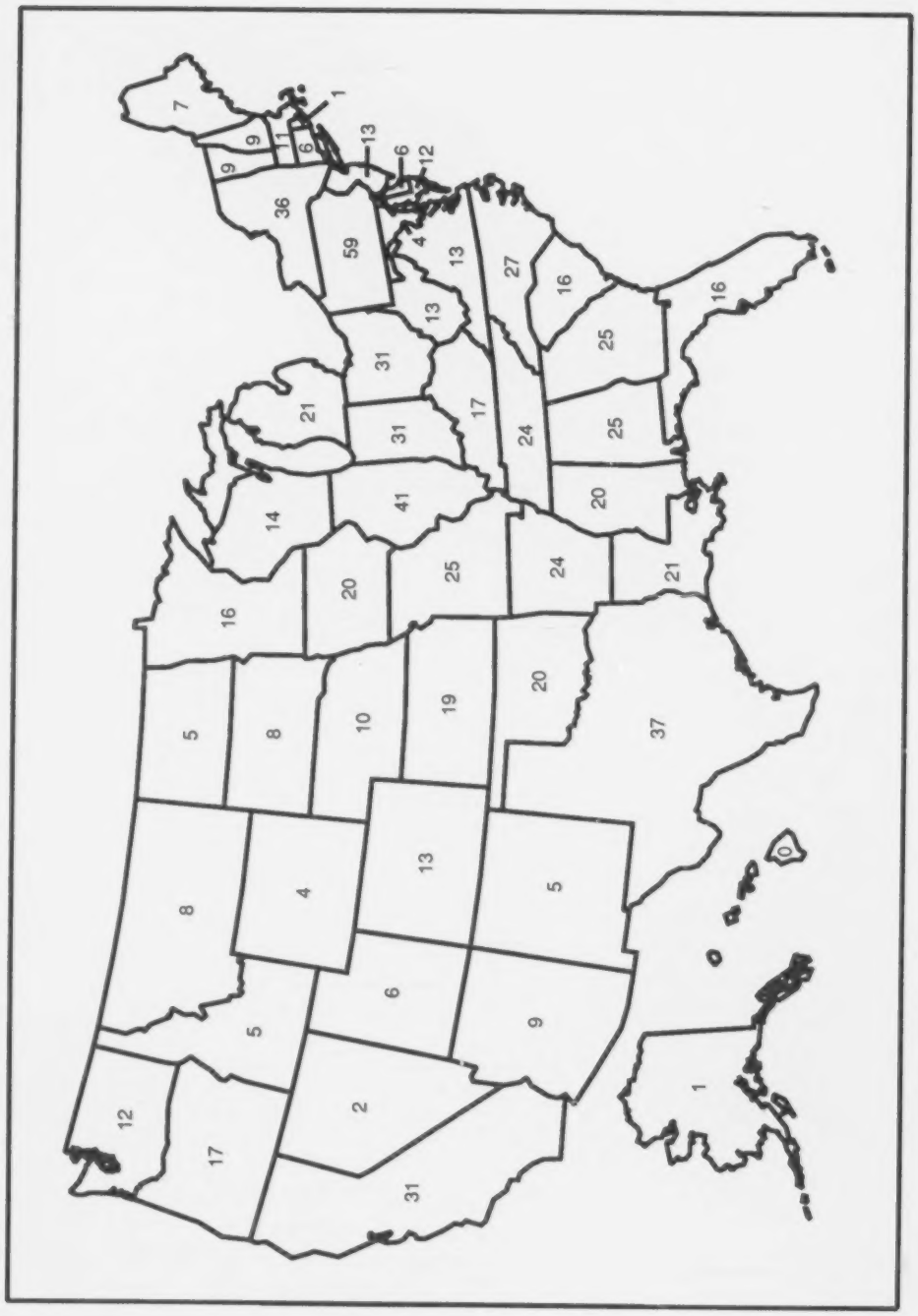
Source: AAR - "Profiles of U.S. Railroads"

RAILROADS OPERATING IN EACH STATE - 1990

State	Class I	Regional	Local		Total
			Linehaul	Switching & Terminal	
Pennsylvania	3	6	27	23	59
Illinois	11	6	9	15	41
Texas	5	0	20	12	37
New York	3	6	18	9	36
California	4	0	16	11	31
Indiana	5	1	11	14	31
Ohio	4	3	11	13	31
North Carolina	2	0	20	5	27
Alabama	4	1	15	5	25
Georgia	2	1	16	6	25
Missouri	10	1	3	11	25
Arkansas	4	0	17	3	24
Tennessee	6	1	15	2	24
Louisiana	7	1	9	4	21
Michigan	6	3	7	5	21
Iowa	6	3	6	5	20
Mississippi	4	2	12	2	20
Oklahoma	5	0	12	3	20
Kansas	8	1	6	4	19
Oregon	3	0	7	7	17
Kentucky	6	1	8	2	17
Minnesota	3	5	6	2	16
Florida	4	1	8	3	16
South Carolina	2	0	9	5	16
Wisconsin	3	4	5	2	14
Colorado	4	1	7	1	13
New Jersey	1	2	3	7	13
Virginia	3	2	5	3	13
West Virginia	3	1	7	2	13
Maryland	3	2	3	4	12
Washington	2	1	6	3	12
Massachusetts	1	2	6	2	11
Nebraska	4	2	0	4	10
Arizona	2	0	5	2	9
New Hampshire	0	2	5	2	9
Vermont	0	3	4	2	9
South Dakota	3	1	4	0	8
Montana	3	2	3	0	8
Maine	0	2	4	1	7
Connecticut	1	2	3	0	6
Delaware	2	0	3	1	6
Utah	3	0	2	1	6
Idaho	2	1	2	0	5
New Mexico	3	0	2	0	5
North Dakota	2	3	0	0	5
Washington, D.C.	3	1	0	0	4
Wyoming	3	0	1	0	4
Nevada	2	0	0	0	2
Alaska	0	1	0	0	1
Rhode Island	0	0	1	0	1
Hawaii	0	0	0	0	0

Source: AAR - "Profiles of U.S. Railroads"

RAILROADS OPERATING IN EACH STATE - 1990



PROFILES OF RAILROAD INDUSTRY BY OWNERSHIP OF RAILROAD - 1990

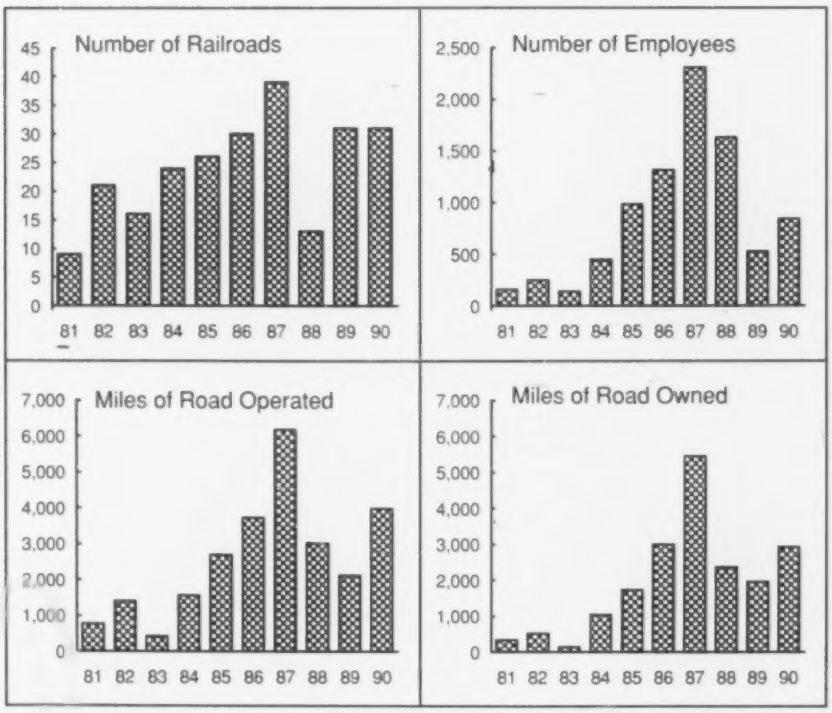
Ownership of Railroad	Number	Miles Of Road Operated	Employees
CLASS I SYSTEMS	63	136,903	214,830
Class I Railroads	14	133,189	209,708
Regional Railroad Subsidiaries	3	994	619
Local Linehaul Railroad Subsidiaries	22	1,760	730
Local Switching and Terminal Subsidiaries	24	960	3,773
REGIONAL RAILROADS	24	16,214	9,126
Regional Railroads	23	16,079	9,090
Local Switching and Terminal Subsidiaries	1	135	36
LOCAL			
LINEHAUL RAILROADS	199	14,221	4,447
Regional Railroad Subsidiaries	1	426	23
Local Linehaul Railroads	190	13,526	4,380
Local Linehaul Railroad Subsidiaries	7	227	31
Local Switching and Terminal Subsidiaries	1	42	13
SWITCHING AND TERMINAL RAILROADS	111	3,553	1,467
Local Switching and Terminal Railroads	105	3,004	1,356
Local Linehaul Railroad Subsidiaries	3	373	49
Local Switching and Terminal Subsidiaries	3	176	62
SHIPPER-OWNED RAILROADS	88	2,417	2,951
Local Linehaul Railroads	55	1,901	1,333
Local Switching and Terminal Railroads	33	516	1,618
PUBLICLY-OWNED RAILROADS	32	1,531	1,131
Regional Railroads	1	470	573
Local Linehaul Railroads	13	708	184
Local Switching and Terminal Railroads	18	353	374
CAR LESSOR-OWNED RAILROADS	6	443	238
Local Linehaul Railroads	4	435	233
Local Switching and Terminal Railroads	2	8	5
OTHER/MIXED OWNERSHIP	7	619	1,353
Regional Railroads	2	406	1,273
Local Linehaul Railroads	4	111	69
Local Switching and Terminal Railroads	1	102	11
TOTAL, ALL RAILROADS	**530**	**175,901**	**235,543**

Source: AAR - "Profiles of U.S. Railroads"

OPERATING REGIONAL AND LOCAL RAILROADS BY YEAR ESTABLISHED

Year	Number of Railroads	Number of Employees	Miles of Road Operated	Miles of Road Owned
1981	9	160	766	339
1982	21	248	1,403	514
1983	16	139	425	145
1984	24	448	1,574	1,044
1985	26	986	2,689	1,728
1986	30	1,316	3,729	2,992
1987	39	2,309	6,183	5,449
1988	13	1,630	3,010	2,367
1989	31	529	2,130	1,959
1990	31	842	3,991	2,920

Source: AAR - "Profiles of U.S. Railroads"



OPERATING REGIONAL AND LOCAL RAILROADS CREATED FROM CLASS I RAILROADS

	Year Started	Miles Currently Operated	Employees
Atchison, Topeka & Santa Fe Railway Company			
Keokuk Junction Railway	1981	161	19
Wyoming & Colorado Railroad	1987	310	60
Arizona Central Railroad, Inc.	1989	38	7
Garden City Northern Railway, Inc.	1989	31	0
North Central Oklahoma and Midlands Rwy.	1989	1	11
Toledo, Peoria & Western Railway Corp.	1989	303	110
Chaparral Railroad	1990	85	6
Floydada & Plainview Railroad Co.	1990	27	3
KCT Railway Corporation	1990	169	3
Seagraves, Whiteface & Lubbock Railroad Co.	1990	104	9
South Kansas & Oklahoma Railroad	1990	286	11
Southwestern Railroad	1990	123	17
Burlington Northern Railroad Company			
Dakota Rail, Inc.	1982	44	5
Appanoose County Community Railroad	1984	10	3
Burlington Junction Railway	1985	2	2
Central Montana Rail	1985	95	11
Dakota Southern Railway	1985	187	14
Arkansas & Missouri Railroad	1986	145	60
Montana Western Railway Co., Inc.	1986	52	19
Otter Tail Valley Railroad	1986	170	8
Washington Central Railroad Co.	1986	353	75
Grainbelt Corporation	1987	186	22
Kiamichi Railroad Co.	1987	247	70
Montana Rail Link	1987	994	868
Red River Valley & Western Railroad Co.	1987	653	47
Fort Worth & Western Railroad Co.	1988	8	7
Chicago & North Western Transportation Company			
MNVA Railroad, Inc.	1984	139	16
Nicolet Badger Northern Railroad, Inc.	1984	38	3
Chicago, Central & Pacific Railroad	1985	780	567
Dakota, Minnesota & Eastern Railroad	1986	965	200
Fremont, West Point & Pacific Rwy., Inc.	1987	17	5
Fox River Valley Railroad Co.	1988	214	223
Bad Water Line, Inc.	1989	4	3
Buffalo Ridge Railroad Company	1989	62	5
Consolidated Rail Corporation			
Indiana Hi-Rail Corp.	1981	304	52
Mahoning Valley Railway	1981	29	10
Bay Colony Railroad Corp.	1982	105	22
Brandywine Valley Railroad	1982	6	26
Cairo Terminal Railroad	1982	30	14
Delaware Coast Line Railroad	1982	23	13
Landisville Railroad	1982	3	2
Ohi-Rail Corp.	1982	39	1
Pioneer Valley Railroad	1982	26	13
Pocono Northeast Railway, Inc.	1982	115	8
Turtle Creek Industrial Railroad	1982	11	2
Blue Mountain & Reading Railroad	1983	43	9

	Year Started	Miles Currently Operated	Employees
Consolidated Rail Corporation (cont.)			
C&S Railroad Corporation	1983	34	9
Shore Fast Line Railroad Co.	1983	76	6
Tonawanda Island Railroad	1983	5	0
West Shore Railroad Corp.	1983	18	0
Ashtabula, Carson & Jefferson Railroad	1984	7	2
Nittany & Bald Eagle Railroad	1984	63	3
North Shore Railroad	1984	43	16
Sterling Belt Line Railway	1984	1	0
Allegheny Railroad	1985	154	21
Borinstein Railroad	1985	1	0
Indiana & Ohio Railway	1985	26	15
M Line Railroad	1985	2	2
N. D. C. Railroad Company	1985	3	0
Ashland Railway Co.	1986	45	7
Central Indiana & Western Railroad	1986	9	2
Oil Creek & Titusville Lines, Inc.	1986	17	3
Connecticut Central Railroad	1987	17	5
Terre Haute, Brazil & Eastern Railroad	1987	38	7
Shamokin Valley Railroad Co.	1988	27	0
Depew, Lancaster & Western Railroad	1989	5	12
Tyburn Railroad Company	1989	2	2
Logansport & Eel River Short Line Co.	1990	4	2
Reading Blue Mountain & Northern Railroad Co.	1990	124	14
Red Bank Railroad Co.	1990	10	2
CSX Transportation			
Indiana Hi-Rail Corp.	1981	304	52
Knox & Kane Railroad	1982	78	0
Caney Fork & Western Railroad	1983	75	8
J & J Railroad	1983	9	0
Huntsville & Madison County RR Authority	1984	13	0
Red Springs & Northern Railroad	1984	12	2
Waccamaw Coast Line Railroad Co., Inc.	1984	14	6
Nash County Railroad Corp.	1985	20	5
Port Royal Railroad	1985	25	3
Staten Island Railway Corp.	1985	10	0
Walking Horse & Eastern Railroad	1985	8	2
Alabama & Florida Railroad	1986	80	9
Florida Central Railroad Co.	1986	61	15
Huron & Eastern Railway	1986	145	30
Nashville & Eastern Railroad Corp.	1986	130	33
Rochester & Southern Railroad, Inc.	1986	121	37
Sequatchie Valley Railroad	1986	39	6
Wilmington Terminal Railroad, Inc.	1986	8	4
Dunn-Erwin Railway	1987	5	2
Florida Midland RR Co.	1987	41	11
Florida West Coast Railroad, Inc.	1987	45	7
Georgia Northeastern Railroad Co., Inc.	1987	67	14
Indiana & Ohio Central RR, Inc.	1987	77	16
Indiana & Ohio Eastern	1987	56	6
Kalamazoo, Lake Shore & Chicago Railway	1987	15	12
KWT Railroad, Inc.	1987	63	9

OPERATING REGIONAL AND LOCAL RAILROADS CREATED FROM CLASS I RAILROADS

	Year Started	Miles Currently Operated	Employees
CSX Transportation (cont.)			
Mid Atlantic Railroad Co., Inc.	1987	78	14
Mid-Michigan Railroad, Inc.	1987	67	8
North Carolina & Virginia Railroad Co.	1987	52	5
Pee Dee River Railway	1987	20	2
Poseyville & Owensville Railroad Co., Inc.	1987	11	0
R. J. Corman Railroad Corp.	1987	20	3
R. J. Corman RR - Memphis Line	1987	73	7
Seminole Gulf Railway, L. P.	1987	118	40
South Carolina Central RR Co., Inc.	1987	56	26
Wiregrass Central RR Co.	1987	23	7
Buffalo & Pittsburgh Railroad, Inc.	1988	400	171
Florida Northern Railroad Company, Inc.	1988	27	4
Tennessee Southern Railroad Co., Inc.	1988	119	21
Abbeville-Grimes Railway Co., Inc.	1989	36	1
Buckingham Branch Railroad Company	1989	19	4
Cheney Railroad Company, Inc.	1989	47	0
Little Kanawha River Rail	1989	3	0
South Carolina Central RR - GA & AL Div.	1989	75	8
South Carolina Central RR - GA SW Div.	1989	288	27
Tyson Railroad, Inc.	1989	2	0
Yorkrail, Inc.	1989	16	9
South Carolina Central RR - Carolina Piedmon	1990	34	9
Eastern Alabama Railway	1990	42	13
Wilmington Terminal RR/Eastern Alabama Div	1990	230	45
South Carolina Central RR - GA Great Souther	1990	25	0
Jaxport Terminal Railway Co.	1990	8	11
R.J. Corman RR - Cleveland Line	1990	50	5
South Central Florida Railroad Co.	1990	104	22
Thermal Belt Railway	1990	17	3
Grand Trunk Western Railroad Company			
Coe Rail	1984	8	1
Central Michigan Railway Company	1987	225	65
Illinois Central Railroad			
Great River Railroad	1981	32	0
Indiana Hi-Rail Corp.	1981	304	52
Natchez Trace Railroad	1982	55	10
Tradewater Railway	1982	92	8
Tennken Railroad	1983	51	16
Vandalia Railroad	1983	3	0
Cedar Valley Railroad	1984	129	21
West Tennessee Railroad	1984	43	10
Bloomer Line	1985	36	5
Chicago, Central & Pacific Railroad	1985	780	567
Mississippi Delta Railroad	1985	58	7
SouthRail Corp.	1985	710	252
Gloster Southern Railroad Co.	1986	64	5
Indiana Rail Road	1986	172	42
MidSouth Rail Corp.	1986	418	310

	Year Started	Miles Currently Operated	Employees
Norfolk Southern Corporation			
Pigeon River Railroad	1985	14	1
Indiana Rail Road	1986	172	42
Columbia Terminal	1987	21	3
Great Smoky Mountains Railway, Inc.	1988	67	35
Ohio Central Railroad Company	1988	72	14
Southern Alabama Railroad Co., Inc.	1988	15	4
Tennessee Southern Railroad Co., Inc.	1988	119	21
Bi-State Development Agency	1989	8	5
Carolina Coastal Railway, Inc.	1989	17	2
Central Railroad Co. of Indianapolis	1989	123	18
Chattooga & Chickamauga Railway Co.	1989	68	5
Commonwealth Railway, Inc.	1989	17	2
Ogeechee Railway Company	1989	74	7
Railroad Switching Service of Missouri	1989	2	5
South Carolina Central RR - GA & AL Div.	1989	75	8
Yadkin Valley Railroad Co.	1989	101	10
Carolina & Northwestern Railroad, Inc.	1990	23	3
Chesapeake & Albemarle Railroad Co.	1990	73	5
Pickens Railroad Co. - Honea Path Div.	1990	7	0
Thermal Belt Railway	1990	17	3
Wheeling & Lake Erie Railway Co.	1990	878	330
Soo Line Railroad			
Wisconsin Central, Ltd.	1987	2,013	863
Dakota, Missouri Valley, & Western	1990	426	23
Southern Pacific/DRGW Companies			
Austin & Northwestern Railroad Co.	1986	163	19
Copper Basin Railroad	1986	68	42
Louisiana & Delta Railroad, Inc.	1987	99	34
Arizona Eastern Railway Company	1988	135	41
Napa Valley Railroad Company	1988	22	10
Acadiana Railway Co.	1990	71	14
Union Pacific Railroad Company			
Jackson & Southern Railroad	1983	29	2
Border Pacific Railroad	1984	32	0
Brownsville & Rio Grande Intl. Railroad	1984	33	12
Golden Cat Railroad Corp.	1987	11	0
Mt. Hood Railroad	1987	22	11
Southeast Kansas Railroad Co.	1987	104	4
Wyoming & Colorado Railroad	1987	310	60
Fort Worth & Western Railroad Co.	1988	8	7
Austin and Northwestern RR - TX-NM Div	1989	107	4
Delta Southern Railroad Co.	1989	99	14
Acadiana Railway Co.	1990	71	14
Mid-Michigan RR - NE Kansas & Missouri Div.	1990	114	8
Southeast Kansas RR - Osage Railroad Div.	1990	36	2
Texas Northeastern Railroad	1990	201	21

INDUSTRY DISTRIBUTIONS

ANNUAL FREIGHT REVENUE -- 1990

(Thousands of Dollars)

Type of Railroad	High	Low
Class I	$4,560,412	$139,615
Regional	118,157	775
Local		
Linehaul	24,741	8
Switching & Terminal	61,490	2

Note: Revenues for the following number of roads are unknown: 3 Regional, 52 Local Linehaul, and 46 Local Switching and Terminal.

MILES OF ROAD OPERATED DECEMBER 31, 1990

Type of Railroad	High	Low
Class I —	23,212	442
Regional	2,013	113
Local		
Linehaul	343	1
Switching & Terminal	543	1

CARLOADS CARRIED -- 1990

Type of Railroad	High	Low
Class I	5,377,289	421,739
Regional	552,427	2,295
Local		
Linehaul	200,248	3
Switching & Terminal	640,446	3

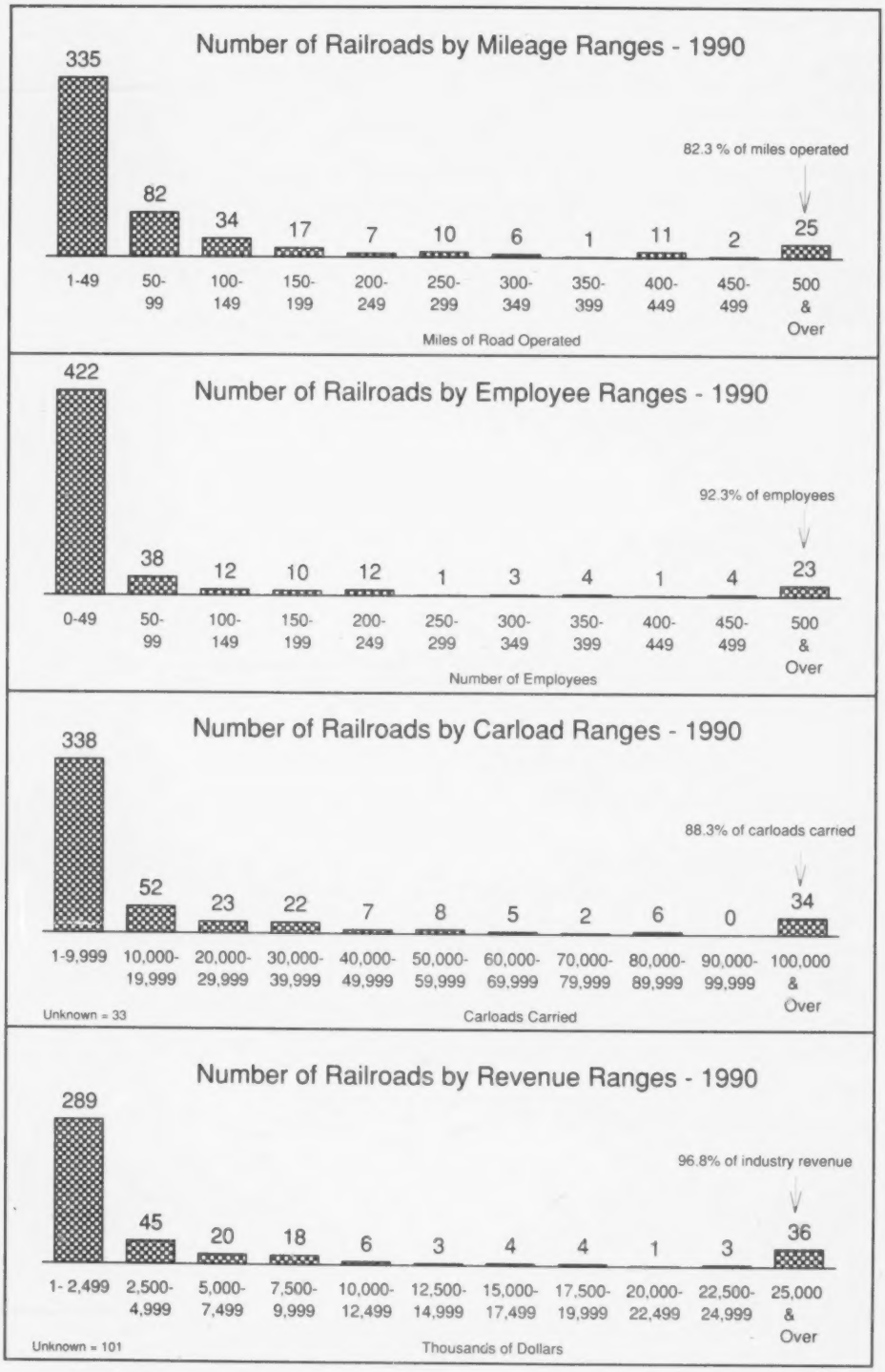
Note: Carloadings for the following number of roads are unknown: 19 Local Linehaul and 14 Local Switching and Terminal.

EMPLOYEES DECEMBER 31, 1990

Type of Railroad	High	Low
Class I	33,589	1,036
Regional	1,205	23
Local		
Linehaul	235	0
Switching & Terminal	958	0

Note: Regional and Local railroad totals include employees who spend at least 50 percent of their time on railroad business.

Source: AAR - "Profiles of U.S. Railroads"



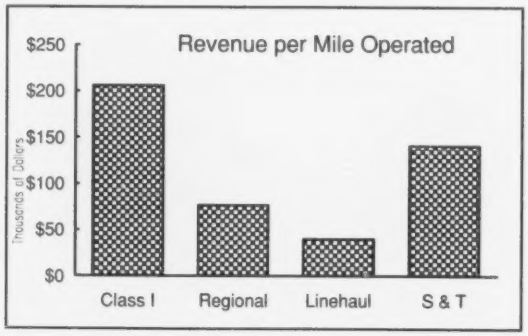
Source: AAR - "Profiles of U.S. Railroads"

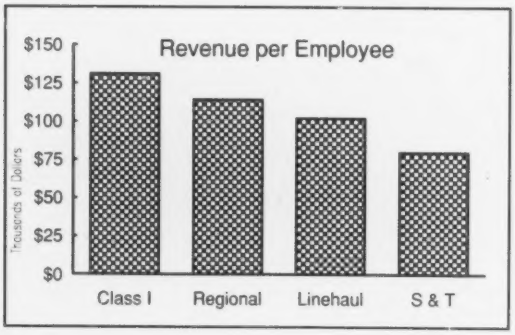
MEASURES OF OPERATING EFFICIENCY - 1990

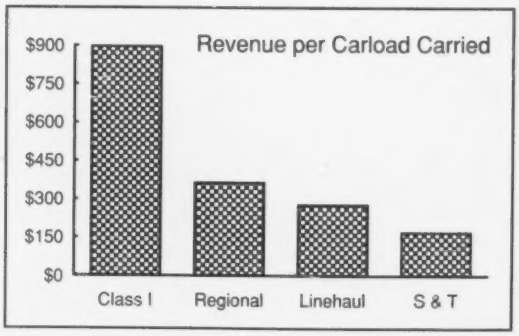
Measure	Class I	Regional	Local Linehaul	Local Switching & Terminal
Revenue Per Mile Operated ($000)	$206	$ 76	$ 40	$141
Revenue Per Employee ($000)	$131	$114	$102	$ 80
Revenue Per Carload Carried ($)	$895	$363	$276	$168
Employees Per Mile Operated	1.575	0.630	0.368	1.369
Employees Per Carload Carried	0.00683	0.00335	0.00250	0.00213
Carloads Carried Per Employee	146.4	298.9	399.7	469.7
Carloads Carried Per Mile Operated	230.5	188.3	150.1	634.8

Note: Figures are based upon roads reporting data.

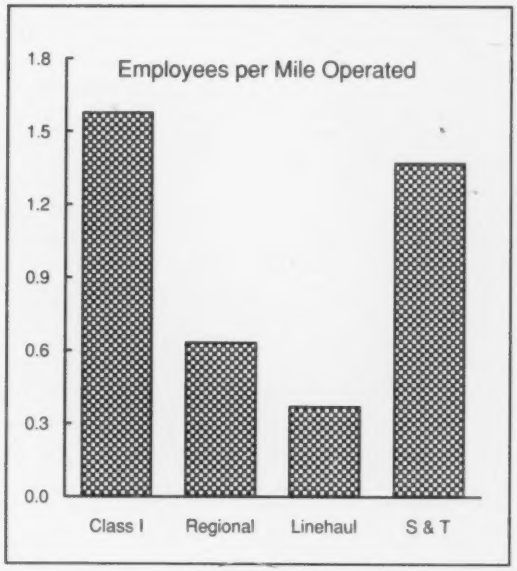
Source: AAR - "Profiles of U.S. Railroads"

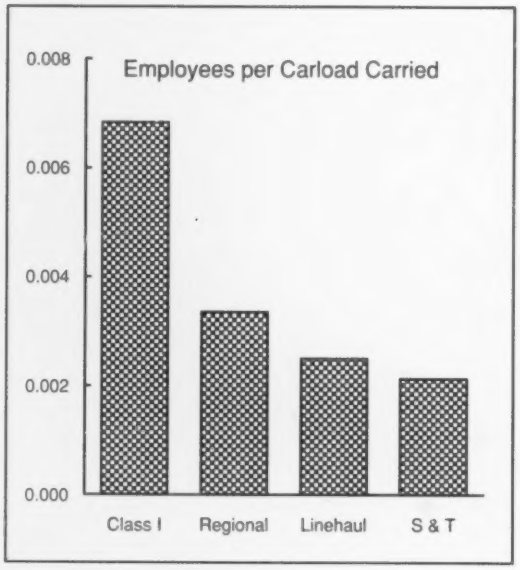


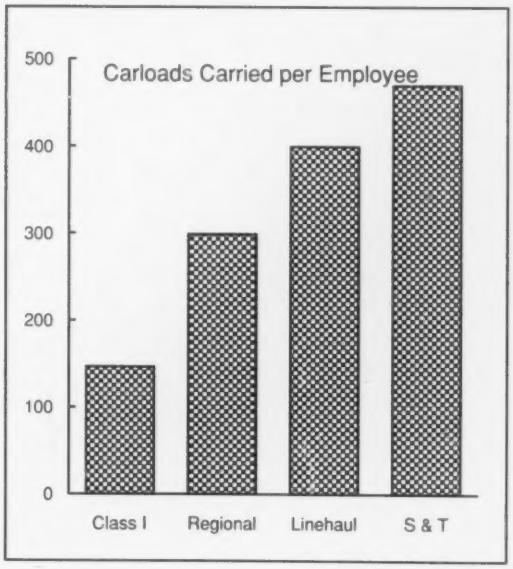


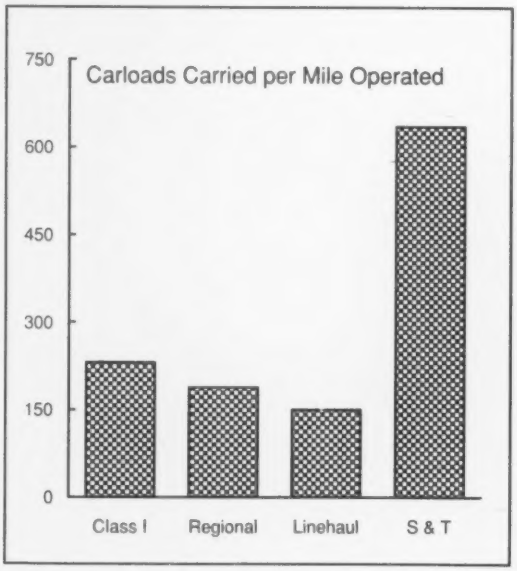


MEASURES OF OPERATING EFFICIENCY - 1990









FREIGHT REVENUE

(Thousands of Dollars)

Year	Class I	Regional	Local	
			Linehaul	Switching & Terminal
1986	$25,343,911	$1,203,131	$920,347	$292,669
1987	25,797,022	966,050	666,238	622,153
1988	27,154,961	1,143,377	595,158	456,029
1989	27,058,765	1,289,860	720,570	516,453
1990	27,470,520	1,290,603	766,332	537,871

Notes: Includes estimated revenues for some non-Class I railroads.
See notes on page 8.

Source: AAR - "Profiles of U.S. Railroads"

CARLOADS CARRIED

Year	Class I	Regional	Local	
			Linehaul	Switching & Terminal
1986	NA	NA	NA	NA
1987	30,087,413	2,508,162	2,846,578	4,023,100
1988	30,588,732	3,429,653	2,916,881	3,211,736
1989	30,338,214	3,449,646	2,824,410	3,215,657
1990	30,700,938	3,460,150	2,857,667	3,361,974

NA - not available

Note: Includes estimated carloads for some non-Class I railroads.
See note for 1988 on page 8.

Source: AAR - "Profiles of U.S. Railroads"

DISTRIBUTION OF INTERCITY FREIGHT REVENUES

MILLIONS OF DOLLARS										
Mode	**1981**	**1982**	**1983**	**1984**	**1985**	**1986**	**1987**	**1988**	**1989**	**1990**
Truck										
Regulated	$47,100	$44,100	$46,500	$52,100	$54,200	$58,100	$61,000	$66,500	$70,490	$75,400
Non-Regulated	49,993	55,840	64,598	68,600	69,000	70,100	73,800	76,200	80,800	85,200
Railroads	30,502	27,134	27,325	30,549	29,150 *r*	27,933	28,468	29,899	29,922	30,403
Bus	260	249	246	245	245	226	185	168 *r*	165 *r*	165
Water										
Inland	2,652	2,419	2,380	2,603	2,449 *r*	2,470	2,467	2,652	2,752 *r*	2,865
Great Lakes	570	335	404	475	461	417	490	574	580 *r*	576
Oil Pipe Lines										
Regulated	6,678	7,131	7,472	7,848	7,484	7,306 *r*	7,109	6,908	6,579 *r*	7,056
Non-Regulated	1,272 *r*	1,358	1,423 *r*	1,495 *r*	1,426 *r*	1,392 *r*	1,354 *r*	1,316 *r*	1,253 *r*	1,344
Domestic Air	3,165	3,244	3,785	4,662	5,498	5,926	6,863	7,994 *r*	8,940 *r*	10,100
Freight Fwdrs.	810	693	628	506	378	265	204	180	189	166
TOTAL	**$143,002**	**$142,503**	**$154,761**	**$169,083**	**$170,291**	**$174,135**	**$181,940**	**$192,391**	**$201,670**	**$213,275**

PERCENT OF TOTAL REVENUES										
Mode	**1981**	**1982**	**1983**	**1984**	**1985**	**1986**	**1987**	**1988**	**1989**	**1989**
Truck										
Regulated	32.9 %	30.9 %	30.0 %	30.8 %	31.8 %	33.4 %	33.5 %	34.6 %	35.0 %	35.4 %
Non-Regulated	35.0	39.2	41.7	40.6	40.5	40.3	40.6	39.6	40.1	39.9
Railroads	21.3	19.0	17.7	18.1	17.1	16.0	15.6	15.5	14.8	14.3
Bus	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Water										
Inland	1.9	1.7	1.5	1.5	1.4	1.4	1.4	1.4	1.4	1.3
Great Lakes	0.4	0.2	0.3	0.3	0.3	0.2	0.3	0.3	0.3	0.3
Oil Pipe Lines										
Regulated	4.7	5.0	4.8	4.6	4.4	4.2	3.9	3.6	3.3	3.3
Non-Regulated	0.9	1.0	0.9	0.9	0.8	0.8	0.7	0.7	0.6	0.6
Domestic Air	2.2	2.3	2.4	2.8	3.2	3.4	3.8	4.2	4.4	4.7
Freight Fwdrs.	0.6	0.5	0.4	0.3	0.2	0.2	0.1	0.1	0.1	0.1
TOTAL	100.0 %	100.0 %	100.0 %	100.0 %	100.0 %	100.0 %	100.0 %	100.0 %	100.0 %	100.0 %

r - revised

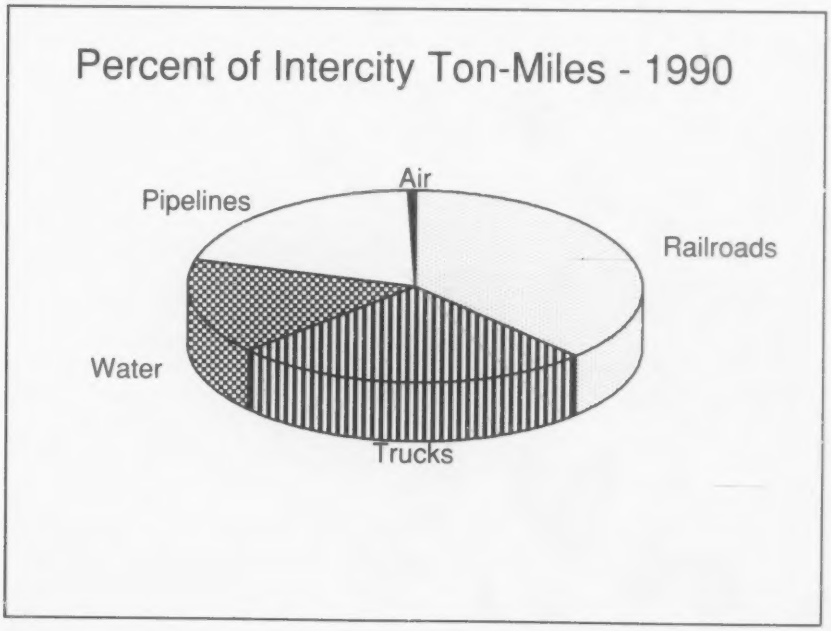
Source: Eno Transportation Foundation, Inc. - "Transportation in America"

DISTRIBUTION OF INTERCITY FREIGHT TRAFFIC: TON-MILES

	Percent of Intercity Ton-Miles				
Year	Railroads	Trucks	Water	Oil Pipelines	Air
1981	38.0 %	21.7 %	16.8 %	23.2 %	0.2 %
1982	36.0	23.1	15.6	25.1	0.2
1983	36.0	24.6	15.4	23.8	0.3
1984	37.2	24.1	15.9	22.6	0.3
1985	36.4	24.8	15.5	22.9	0.3
1986	35.6	25.3	15.7	23.1	0.3
1987	36.8	25.1	15.6	22.2	0.3
1988	37.0	25.3 r	15.8 r	21.6 r	0.3
1989	37.3	25.5	16.0 r	20.8 r	0.4
1990	37.5	25.7	16.2	20.2	0.4

r -revised

Source: Eno Transportation Foundation, Inc. - "Transportation in America"



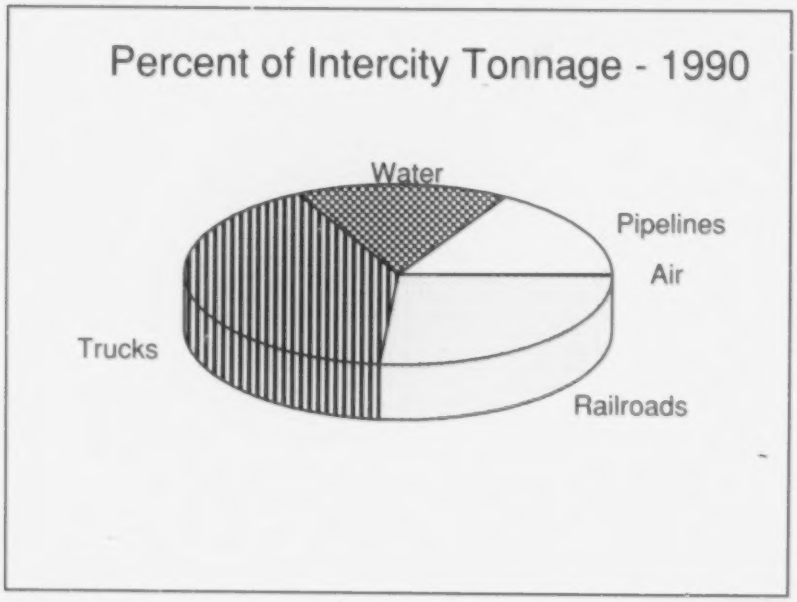
DISTRIBUTION OF INTERCITY FREIGHT TRAFFIC: TONS CARRIED

	Percentage of Intercity Tonnage				
Year	Railroads	Trucks	Water	Oil Pipelines	Air
1981	28.6 %r	36.2 %r	17.7 %r	17.4 %r	0.1 %
1982	27.1 r	35.9 r	17.5 r	19.3 r	0.1
1983	26.7 r	37.1 r	17.0 r	19.1 r	0.1
1984	27.1 r	37.9 r	16.9 r	18.0 r	0.1
1985	26.2 r	38.4 r	17.0 r	18.4 r	0.1
1986	25.5 r	39.3 r	16.8 r	18.2 r	0.1
1987	25.9 r	39.7 r	16.6 r	17.6 r	0.1
1988	26.4 r	39.4 r	16.7 r	17.4 r	0.1
1989	25.9 r	40.8 r	16.2	16.9 r	0.1
1990	26.6	40.8	16.1	16.4	0.1

r - revised

Note: In addition to regulated carriers, for-hire and private carriers are included in the above data. Water tonnage includes coastwise traffic.

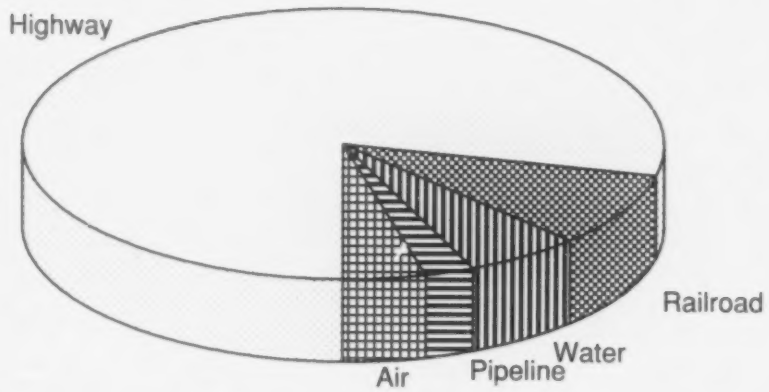
Source: Eno Transportation Foundation, Inc. - "Transportation in America"



RAILROADS AND THE ECONOMY IN 1990

1. Rail revenues account for 0.6 percent of GNP.
2. Railroads handle 37.5 percent of the nation's intercity freight traffic in ton-miles.
3. Railroads employed 8.4 percent of all persons involved in freight and passenger transportation services in 1989, the latest year available.
4. Railroad investment in new plant and equipment accounts for 26.6 percent of total transportation investment.

NATION'S FREIGHT BILL - 1990



Sources: Eno Transportation Foundation, Inc. - "Transportation in America", and Bureau of Labor Statistics.

CLASS I RAILROAD STATISTICS

1990 CLASS I RAILROAD SYSTEMS

Atchison, Topeka and Santa Fe Railway Company

Burlington Northern Railroad Company

Chicago and North Western Transportation Company

Consolidated Rail Corporation

CSX Transportation

Florida East Coast Railway Company

Grand Trunk Western Railroad Company

Illinois Central Railroad Company

Kansas City Southern Railway Company

Norfolk Southern Corporation

Soo Line Railroad Company

Southern Pacific / DRGW Companies

- Denver and Rio Grande Western Railroad Company
- Southern Pacific Transportation Company

Union Pacific Railroad Company

1990 CLASS I RAILROAD SYSTEMS

	Percent Ownership
Atchison, Topeka and Santa Fe Railway Company	
Alameda Belt Line	50.00%
Central California Traction Co.	33.33
Denver Union Terminal Rwy. Co.	16.67
Harbor Belt Line RR	33.33
Kansas City Terminal Rwy.	8.33
Los Angeles Junction Rwy.	100.00
Oakland Terminal Rwy.	50.00
St. Joseph Terminal RR Co.	50.00
Sunset Rwy.	50.00
Texas City Terminal Rwy.	33.33
Wichita Union Terminal Rwy. Co.	33.33
Burlington Northern Railroad Company	
Camas Prairie RR	50.00
Davenport, Rock Island and North Western Rwy.	50.00
Denver Union Terminal Rwy. Co.	33.33
Galveston Terminal Rwy.	100.00
Iowa Transfer Rwy.	25.00
Keokuk Union Depot Co.	40.00
Kansas City Terminal Rwy.	16.67
Longview Switching Co.	50.00
MT Properties, Inc.	37.77
Portland Terminal RR	40.00
Paducah and Illinois	33.33
Terminal RR Assn. of St. Louis	14.28
Wichita Union Terminal Rwy. Co.	33.33
Winona Bridge	100.00
Chicago and North Western Transportation Company	
Iowa Transfer Rwy.	25.00
Kansas City Terminal Rwy.	8.33
MT Properties, Inc.	36.73
Western RR Properties	100.00
Consolidated Rail Corporation	
Akron and Barberton Belt RR	50.00
Albany Port RR Corp.	50.00
Calumet Western Rwy.	50.50
Chicago and Western Indiana RR Co.	20.00
Indiana Harbor Belt RR	51.00
Monongahela Rwy.	33.33
Pittsburgh, Chartiers & Youghiogheny Rwy.	50.00

1990 CLASS I RAILROAD SYSTEMS

	Percent Ownership
CSX Transportation	
Akron and Barberton Belt RR	25.00%
Baltimore and Ohio Chicago Terminal RR	100.00
Carrollton RR	100.00
Chicago and Western Indiana RR Co.	20.00
Curtis Bay	100.00
Gainesville Midland	100.00
High Point, Thomasville & Denton RR	100.00
Monongahela Rwy.	33.33
Nicholas, Fayette & Greenbriar	50.00
Norfolk & Portsmouth Belt Line RR	28.57
Paducah and Illinois	33.33
Terminal RR Assn. of St. Louis	12.50
Western Rwy. of Alabama	100.00
Winston-Salem Southbound Rwy.	100.00
Woodstock and Blockton RR Co.	50.00
Florida East Coast Railway Company	
Grand Trunk Western Railroad Corporation	
Central Vermont	100.00
Chicago and Western Indiana RR Co.	20.00
Duluth, Winnipeg and Pacific Rwy.	100.00
Illinois Central Railroad Company	
Kansas City Southern Railway Company	
Arkansas Western Rwy.	100.00
Fort Smith and Van Buren Rwy. Co.	100.00
Kansas and Missouri Rwy. & Term. Co.	100.00
Kansas City Terminal Rwy.	8.33
Louisiana and Arkansas Rwy. Co.	100.00
Norfolk Southern Corporation	
Akron & Barberton Belt RR	25.00
Alabama Great Southern RR Co.	100.00
Algers, Winslow & Western Rwy.	50.00
Atlanta & East Carolina Rwy.	100.00
Camp LeJeune RR	100.00
Carolina and Northwestern RR Co.	100.00
Central of Georgia RR Co.	100.00
Chesapeake & Western Rwy.	100.00
Chicago and Western Indiana RR Co.	20.00

1990 CLASS I RAILROAD SYSTEMS

	Percent Ownership
Norfolk Southern Corporation (cont.)	
Cincinnati, New Orleans and Texas Pacific	100.00%
Des Moines Union Rwy. Co.	50.00
Fort Wayne Union Rwy. Co.	50.00
Georgia Northern Rwy.	100.00
Georgia Southern and Florida Rwy.	100.00
Interstate RR Co.	100.00
Kansas City Terminal Rwy.	8.33
Live Oak, Perry & South Georgia Rwy.	100.00
Louisiana Southern Rwy.	100.00
New Orleans Terminal Co.	100.00
Norfolk & Portsmouth Belt Line RR	57.14
St. Johns River Terminal Co.	100.00
State University RR	54.02
Tennessee, Alabama & Georgia Rwy.	100.00
Tennessee Rwy. Co.	100.00
Terminal RR Assn. of St. Louis	12.50
Woodstock and Blockton RR Co.	50.00
Soo Line Railroad Company	
Davenport, Rock Island & North Western Rwy.	50.00
Indiana Harbor Belt RR	49.00
Kansas City Terminal Rwy.	8.33
Lake Superior Terminal & Transfer Rwy. Co. of Wisconsin	16.67
MT Properties, Inc.	11.11
Southern Pacific/DRGW Companies	
Arkansas & Memphis Rwy. Bridge & Terminal	66.67
Central California Traction Co.	33.33
Denver and Rio Grande Western RR Co.	100.00
Denver Union Terminal Rwy. Co.	16.67
Harbor Belt Line RR	33.33
Kansas City Terminal Rwy.	8.33
Northwestern Pacific RR	100.00
Portland Terminal RR	20.00
Portland Traction Co.	50.00
St. Louis Southwestern Rwy. Co.	100.00
Southern Illinois and Missouri Bridge Co.	40.00
Southern Pacific Transp. Co.	100.00
Sunset Rwy.	50.00
Terminal RR Assn. of St. Louis	14.29
Visalia Electric RR	100.00

1990 CLASS I RAILROAD SYSTEMS

	Percent Ownership
Union Pacific Railroad Company	
Alameda Belt Line	50.00%
Arkansas & Memphis Rwy. Bridge & Terminal	33.33
Brownsville and Matamoros Bridge Terminal	50.00
Camas Prairie RR	50.00
Central California Traction Co.	33.33
Chicago and Western Indiana RR Co.	20.00
Denver Union Terminal Rwy. Co.	16.67
Harbor Belt Line RR	33.33
Kansas City Terminal Rwy.	25.00
Longview Switching Co.	50.00
Missouri-Kansas-Texas RR	100.00
Oakland Terminal Rwy.	50.00
Ogden Union Rwy. & Depot Co.	50.00
Oklahoma, Kansas and Texas RR Co.	100.00
Portland Terminal RR	40.00
Portland Traction Co.	50.00
Pueblo Union Depot RR	25.00
Southern Illinois and Missouri Bridge Co.	60.00
St. Joseph Terminal RR Co.	50.00
Terminal RR Assn. of St. Louis	25.00
Texas City Terminal Rwy.	66.66
Union Pacific RR Co.	100.00

Source: AAR

CONSOLIDATION OF R- 1 ANNUAL REPORTS TO THE ICC

CSX TRANSPORTATION
- Seaboard System(1985)
  - Louisville and Nashville (1982)
  - Seaboard Coast Line (1982)
  - Clinchfield (1982)
- Chessie System (1985)
  - Chesapeake and Ohio (1985)
  - Baltimore and Ohio (1985)
    - Western Maryland (1983)

NORFOLK SOUTHERN CORPORATION
- Norfolk and Western (1985)
- Southern Railway System (1985)
  - Alabama Great Southern (1984)
  - Central of Georgia (1984)
  - Cincinnati, New Orleans and Texas Pacific (1984)
  - Southern Railway (1984)

GRAND TRUNK WESTERN RAILROAD CORPORATION
- Detroit, Toledo and Ironton (1983)

BURLINGTON NORTHERN RAILROAD COMPANY
- St. Louis/San Francisco (1980)
- Colorado and Southern (1981)
- Fort Worth and Denver (1981)

UNION PACIFIC RAILROAD COMPANY
- Missouri Pacific (1985)
- Western Pacific (1985)
- Union Pacific (1985)
- Missouri-Kansas-Texas (1988)

SOO LINE RAILROAD
- Chicago, Milwaukee, St. Paul and Pacific (1984)

SOUTHERN PACIFIC TRANSPORTATION COMPANY
- St. Louis Southwestern (1989)

( ) Last year reporting separately

CLASS I UNIFICATIONS

Effective Date of Unification	Type of Unification	Applicant Railroads	Controlling Railroad/Company
6-24-80	Control	Grand Trunk Western & Detroit and Toledo & Ironton	Grand Trunk Western
11-01-80	Consolidation	Chessie System and Family Lines	CSX Corporation
11-21-80	Merger	Burlington Northern and St. Louis-San Francisco	Burlington Northern
4-13-81	Control	Grand Trunk Western and Detroit & Toledo Shore Line	Grand Trunk Western
6-16-81	Control	Maine Central	Guilford Transportation Industries
1-01-82	Merger	Burlington Northern, Colorado & Southern, Fort Worth & Denver, Burlington Northern (Oregon-Washington) and Walla Walla Valley	Burlington Northern
6-01-82	Consolidation	Southern and Norfolk Western	Norfolk Southern Corporation
12-22-82	Merger	Union Pacific, Missouri Pacific and Western Pacific	Union Pacific Corporation
1-01-83	Consolidation	Family Lines and Louisville and Nashville	Seaboard System
7-01-83	Control	Boston & Maine	Guilford Transportation Industries
1-05-84	Control	Delaware & Hudson	Guilford Transportation Industries
2-19-85	Control	Soo Line and Chicago, Milwaukee, St. Paul & Pacific	Soo Line
3-26-87	Control	Conrail - 85% government	Conrail - private sector
8-12-88	Merger	Missouri-Kansas-Texas and Union Pacific	Union Pacific Corporation
10-13-88	Control	Southern Pacific Transportation Co., St. Louis Southwestern, and Denver and Rio Grande Western	Rio Grande Industries

Source: AAR

RAILROAD DECLASSIFICATIONS

Railroad	Year Declassified	Miles of Road	Number of Employees	Operating Revenues ($000)	Carloads
Bessemer & Lake Erie	1985	204	733	$80,487	105,918
Duluth, Missabe & Iron Range	1985	357	1,206	79,725	403,370
Pittsburgh & Lake Erie	1985	408	1,070	50,316	63,832
Elgin, Joliet & Eastern	1986	175	1,495	84,987	76,476
Boston & Maine <1>	1989	1,196	147	65,554	NA

<1> Major changes in Boston and Maine's corporate structure in 1988 impact data reported above by the railroad in its last year reporting as a Class I. These data are not strictly comparable to earlier data reported by the railroad because of shifts in employee affiliations and the allocation of revenues and expenses to other subsidiaries.

Source: AAR

1990 ICC REPORTING REQUIREMENTS

Monthly

- Monthly Report of Number of Employees of Class I Railroads (Form MRRE)
- Waybill Sample Data

Quarterly

- Revenue, Expense and Income (Form RE&I)
- Condensed Balance Sheet (Form CBS)

Quarterly/Annual

- Report of Railroad Employees, Service and Compensation (Form QRSC/ARSC)
- Report of Freight Commodity Statistics (Form QCS and FCS)

Annual

- Report (Form R-1)
- Service Life Data (Form ACV-159)

Source: AAR

1990
PERFORMANCE

Notes

- Unless specifically noted, data in the Class I section reflect the operations of only Class I railroads. The data presented in most tables reflect the Class I consist of railroads for the year indicated. The consist has changed over time because of mergers, bankruptcies and declassifications from Class I status and will therefore affect the trends. Class I railroads are classified as such by the ICC on the basis of their operating revenues. Prior to 1982, the Class I revenue threshold was increased only four times. In 1982 the ICC adopted a procedure to adjust the threshold annually for inflation by restating the 1978 threshold of $50 million in constant dollars. Below are the 1981 - 90 revenue thresholds for Class I railroads:

Year	Annual Operating Revenue
1981	$50,000,000
1982	82,424,000
1983	83,486,000
1984	87,336,000
1985	87,935,000
1986	88,550,000
1987	87,935,000
1988	91,998,000
1989	93,500,000
1990	94,400,000

- Beginning in 1983, the ICC required the railroad industry to change its method of accounting for track and related structures. Such items include the cost of rails, ties, other track materials, ballast, and track laying and surfacing labor. Prior to 1983, the RRB (Retirement, Replacement, Betterment) method was used, whereby new track structures and ensuing betterments were capitalized, but not depreciated; track repairs and replacements in kind were expensed. The original cost, less salvage value, was charged to expense only when the track structure was retired, such as in an abandonment or major realignment of the track. When railroads changed to the more traditional method of Ratable Depreciation in 1983, the ICC directed the industry to restate the value of track assets by recording the actual cost of track structure in place, reduced by accumulated depreciation (based on the expired portion of the track structure's estimated useful life).

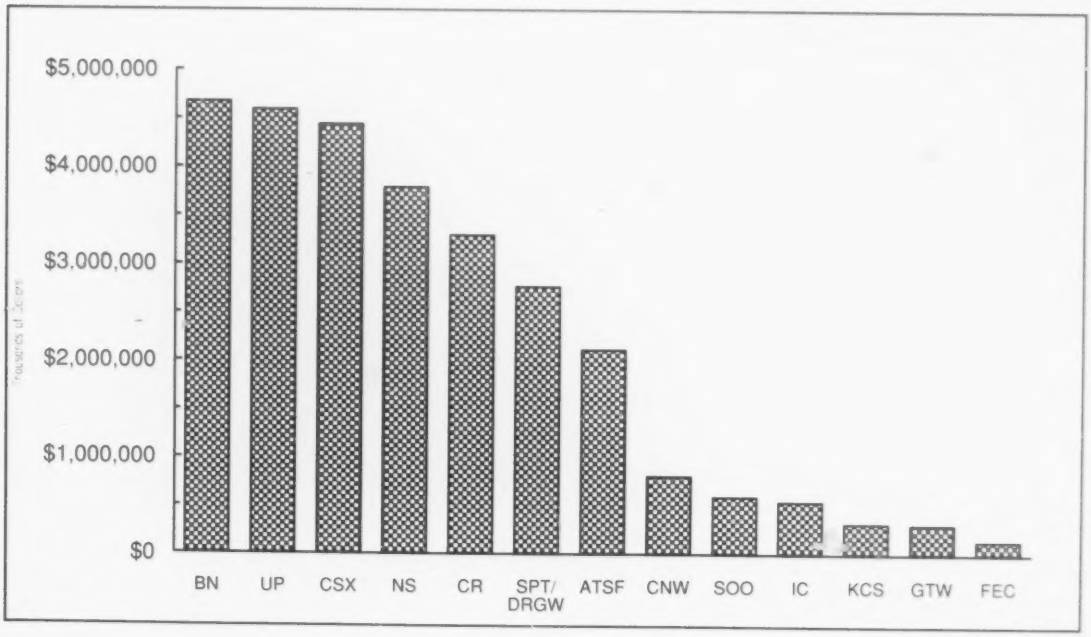
  Because of this change in accounting for track structures, certain pre- and post-1983 financial data are not comparable. For example, income statement and balance sheet accounts are affected by the change. On the Statement of Financial Results (income statement), in addition to the increase in depreciation expense and the decrease in maintenance expense, the income taxes and all the income accounts, including Net Railway Operating Income, are affected. On the Statement of Financial Position (balance sheet), the change affected the balance in net road assets, accumulated deferred taxes, and shareholders' equity accounts. Finally, capital expenditures for roadway increased. The change to depreciation accounting by the railroad industry resulted in all transportation operating properties reporting on a uniform accounting basis and enhanced comparability of railroad financial reports with those of other transportation companies and other industries.

1990 CLASS I RAILROAD PERFORMANCE SUMMARY

TRAFFIC AND REVENUE	
Originated tonnage	1,424,880,488
Originated carloads	21,401,246
Revenue ton-miles (000)	1,033,969,032
Revenue per ton-mile	2.657 ¢
FINANCIAL STATISTICS	
Operating revenue	$28,369,803,000
Operating expenses	$24,651,542,000
Depreciation	$2,294,766,000
Current taxes	$3,339,902,000
Net railway operating income	$2,648,258,000
Ordinary income	$1,961,127,000
Capital expenditures	$3,591,222,000
Net investment	$48,126,335,000
EMPLOYMENT AND WAGES	
Number of employees	216,424
Total wages	$8,654,186,000
Average annual wages	$39,987
PLANT AND EQUIPMENT	
Miles of road operated	133,189
Number of freight cars in service	658,902
Capacity of freight car fleet (tons)	52,966,174
Number of locomotives	18,835
Capacity of locomotive fleet (HP)	50,202,007
OPERATIONS	
Tons per carload originated	66.6
Revenue ton-miles per car loaded	48,313
Average freight train load (tons)	2,755
Average length of haul (miles)	726
Cars per freight train	68.9
Freight loss and damage	$101,000,000
Gallons of fuel consumed (freight service)	3,114,834,437
Revenue ton-miles per gallon of fuel	332
Revenue ton-miles per employee	4,777,516
Employees per mile of road operated (freight)	1.6

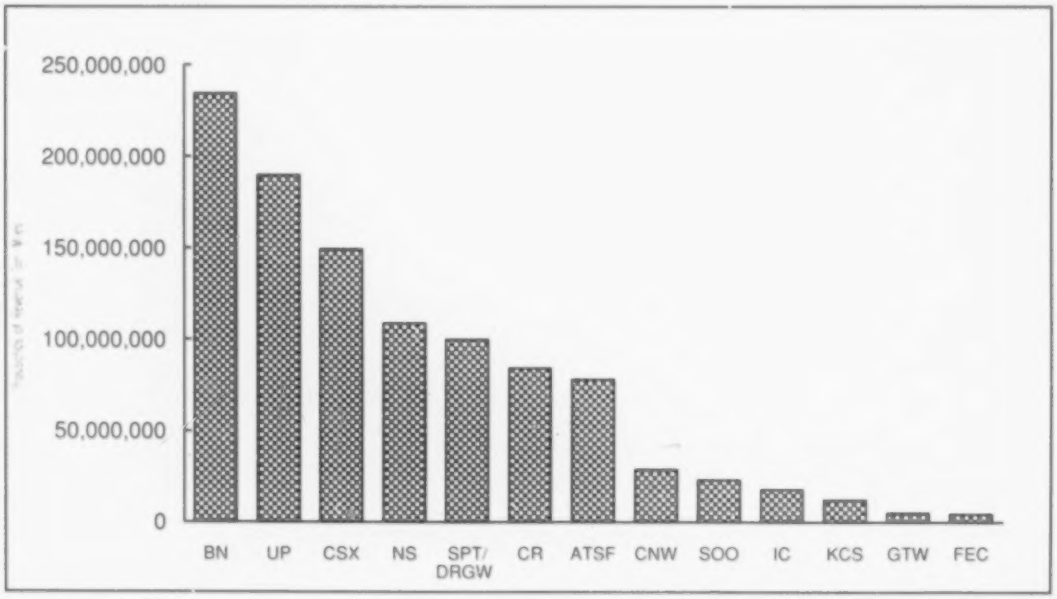
RANKING OF RAILROAD SYSTEMS BY 1990 OPERATING REVENUE

Rank	Railroad	Operating Revenue (thousand $)	Percent of Total
1	Burlington Northern Railroad Company	$4,674,408	16.48 %
2	Union Pacific Railroad Company	4,587,735	16.17
3	CSX Transportation	4,435,758	15.64
4	Norfolk Southern Corporation	3,785,987	13.35
5	Consolidated Rail Corporation	3,292,856	11.61
6	Southern Pacific/DRGW Companies	2,760,784	9.73
7	Atchison, Topeka & Santa Fe Railway Company	2,111,615	7.44
8	Chicago and North Western Transportation Company	809,954	2.85
9	Soo Line Railroad Company	593,955	2.09
10	Illinois Central Railroad Company	544,174	1.92
11	Kansas City Southern Railway Company	319,889	1.13
12	Grand Trunk Western Railroad Corporation	310,052	1.09
13	Florida East Coast Railway Company	142,636	0.50
	Total	**$28,369,803**	**100.00 %**



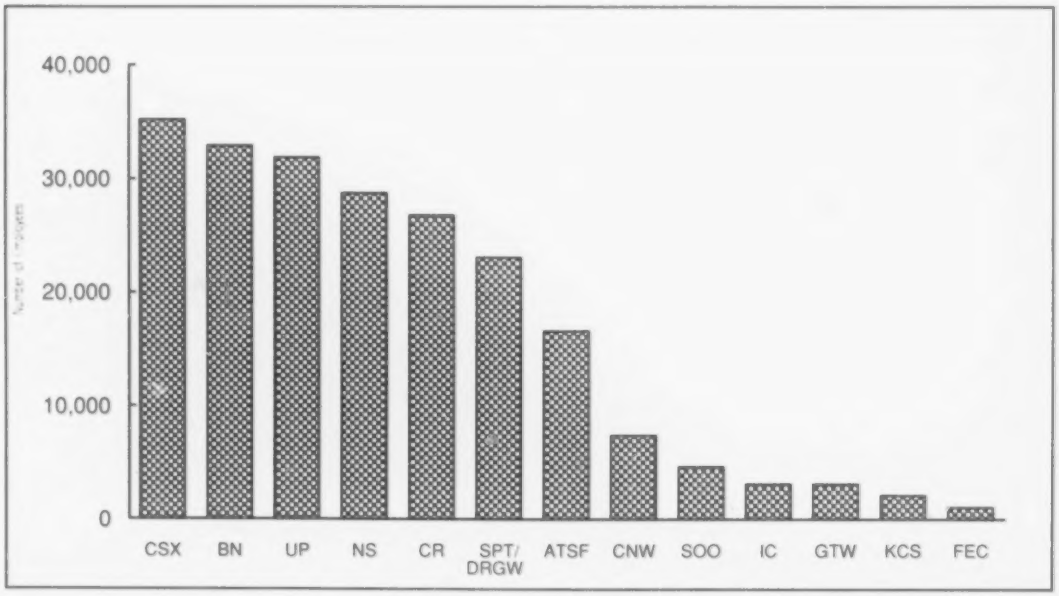
RANKING OF RAILROAD SYSTEMS BY 1990 REVENUE TON-MILES

Rank	Railroad	Revenue Ton-Miles (thousands)	Percent of Total
1	Burlington Northern Railroad Company	234,291,000	22.66 %
2	Union Pacific Railroad Company	189,599,132	18.34
3	CSX Transportation	149,361,733	14.45
4	Norfolk Southern Corporation	108,640,785	10.51
5	Southern Pacific/DRGW Companies	99,788,176	9.65
6	Consolidated Rail Corporation	84,105,632	8.13
7	Atchison, Topeka & Santa Fe Railway Company	77,929,441	7.54
8	Chicago and North Western Transportation Company	28,495,298	2.76
9	Soo Line Railroad Company	22,928,304	2.22
10	Illinois Central Railroad Company	17,517,983	1.69
11	Kansas City Southern Railway Company	12,013,662	1.16
12	Grand Trunk Western Railroad Corporation	5,023,904	0.49
13	Florida East Coast Railway Company	4,273,982	0.41
	Total	**1,033,969,032**	**100.00 %**



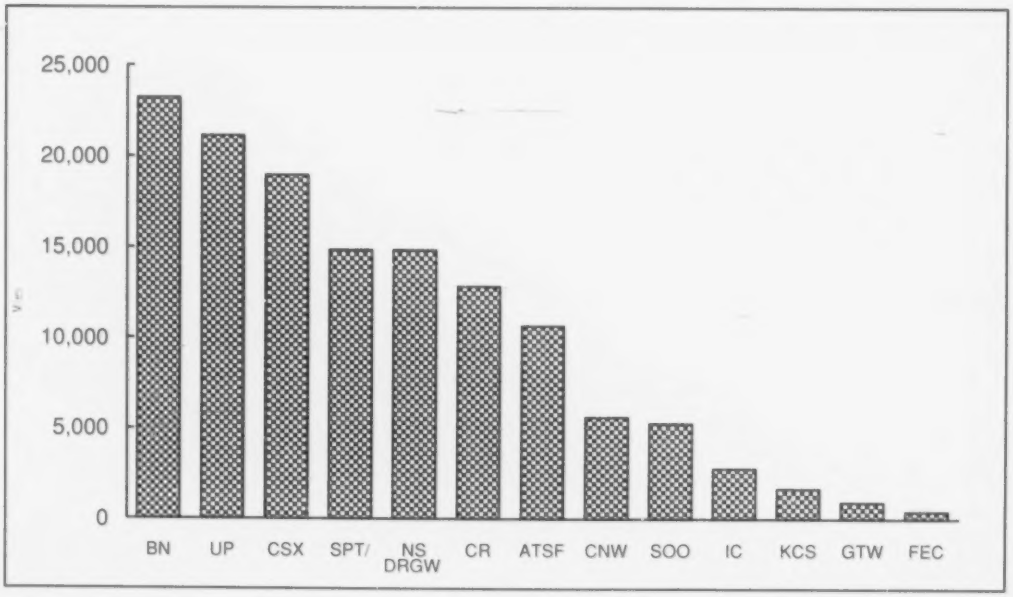
RANKING OF RAILROAD SYSTEMS BY 1990 EMPLOYMENT

Rank	Railroad	Number of Employees	Percent of Total
1	CSX Transportation	35,157	16.24 %
2	Burlington Northern Railroad Company	32,905	15.20
3	Union Pacific Railroad Company	31,850	14.72
4	Norfolk Southern Corporation	28,697	13.26
5	Consolidated Rail Corporation	26,753	12.36
6	Southern Pacific/DRGW Companies	23,053	10.65
7	Atchison, Topeka & Santa Fe Railway Company	16,594	7.67
8	Chicago and North Western Transportation Company	7,395	3.42
9	Soo Line Railroad Company	4,636	2.14
10	Illinois Central Railroad Company	3,132	1.45
11	Grand Trunk Western Railroad Corporation	3,120	1.44
12	Kansas City Southern Railway Company	2,098	0.97
13	Florida East Coast Railway Company	1,034	0.48
	Total	**216,424**	**100.00 %**



RANKING OF RAILROAD SYSTEMS BY 1990 MILES OF ROAD OPERATED

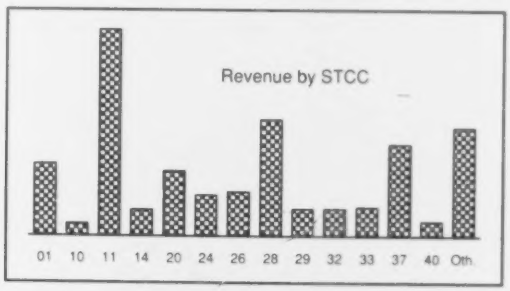
Rank	Railroad	Miles of Road Operated	Percent of Total
1	Burlington Northern Railroad Company	23,212	17.43 %
2	Union Pacific Railroad Company	21,128	15.86
3	CSX Transportation	18,943	14.22
4	Southern Pacific/DRGW Companies	14,846	11.15
5	Norfolk Southern Corporation	14,842	11.14
6	Consolidated Rail Corporation	12,828	9.63
7	Atchison, Topeka & Santa Fe Railway Company	10,650	8.00
8	Chicago and North Western Transportation Company	5,624	4.22
9	Soo Line Railroad Company	5,293	3.97
10	Illinois Central Railroad Company	2,773	2.08
11	Kansas City Southern Railway Company	1,681	1.26
12	Grand Trunk Western Railroad Corporation	927	0.70
13	Florida East Coast Railway Company	442	0.33
	Total	**133,189**	**100.00 %**

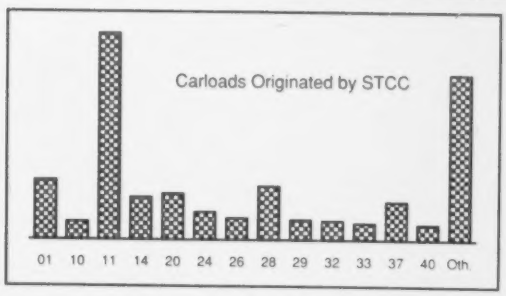


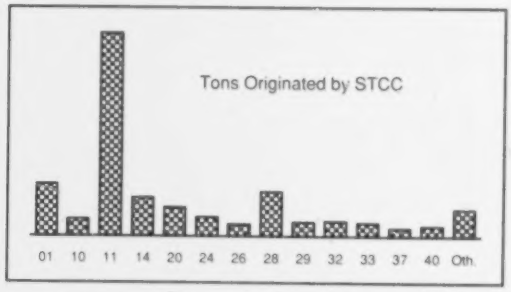
1990 TRAFFIC BY MAJOR COMMODITY GROUP

STCC	Commodity	Carloads Originated	Tons Originated	Gross Freight Revenue
01	Farm Products	1,689,967	147,398,773	$2,422,133,534
10	Metallic Ores	508,005	47,009,376	408,430,629
11	Coal	5,912,336	579,250,922	6,953,875,241
14	Nonmetallic Minerals	1,202,000	109,303,041	885,409,712
20	Food and Kindred Products	1,307,154	81,215,822	2,188,377,107
24	Lumber & Wood Products	780,481	53,172,880	1,390,184,230
26	Pulp, Paper & Allied Products	610,625	33,010,706	1,486,457,647
28	Chemicals & Allied Products	1,531,341	126,175,367	3,933,209,732
29	Petroleum & Coal Products	572,615	39,519,233	918,254,285
32	Stone, Clay & Glass Products	539,480	43,665,612	930,808,946
33	Primary Metal Products	476,874	37,575,612	978,574,547
37	Transportation Equipment	1,091,168	22,894,655	3,099,510,672
40	Waste & Scrap Materials	439,080	28,378,027	504,161,915
	Subtotal	**16,661,126**	**1,348,570,026**	**$26,099,388,197**
	All Others	4,740,120	76,310,462	3,675,991,309
	Total	**21,401,246**	**1,424,880,488**	**29,775,379,506**

Source: AAR - "Freight Commodity Statistics"





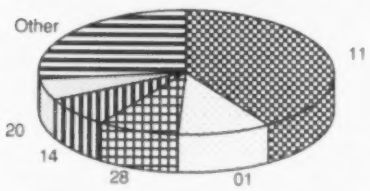


DISTRIBUTION OF 1990 TRAFFIC BY MAJOR COMMODITY GROUP

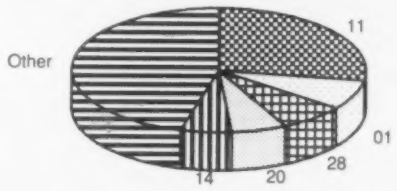
STCC	Commodity	Percent of: Carloads Originated	Tonnage Originated	Gross Freight Revenue	Rank: Carloads	Tons	Revenue
01	Farm Products	7.9 %	10.3 %	8.1 %	2	2	4
10	Metallic Ores	2.4	3.3	1.4	11	7	13
11	Coal	27.6	40.7	23.4	1	1	1
14	Nonmetallic Minerals	5.6	7.7	3.0	5	4	11
20	Food and Kindred Products	6.1	5.7	7.3	4	5	5
24	Lumber & Wood Products	3.6	3.7	4.7	7	6	7
26	Pulp, Paper & Allied Products	2.9	2.3	5.0	8	11	6
28	Chemicals & Allied Products	7.2	8.9	13.2	3	3	2
29	Petroleum & Coal Products	2.7	2.8	3.1	9	9	10
32	Stone, Clay & Glass Products	2.5	3.1	3.1	10	8	9
33	Primary Metal Products	2.2	2.6	3.3	12	10	8
37	Transportation Equipment	5.1	1.6	10.4	6	13	3
40	Waste & Scrap Materials	2.1	2.0	1.7	13	12	12
	Subtotal	**77.9 %**	**94.6 %**	**87.7 %**			
	All Others	22.1	5.4	12.3			
	Total	**100.0 %**	**100.0 %**	**100.0 %**			

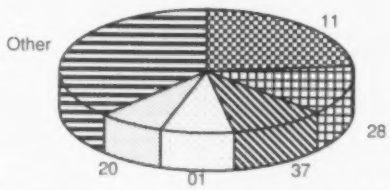
Source: AAR - "Freight Commodity Statistics"

Percent of Tons Originated by STCC



Percent of Carloads Originated by STCC





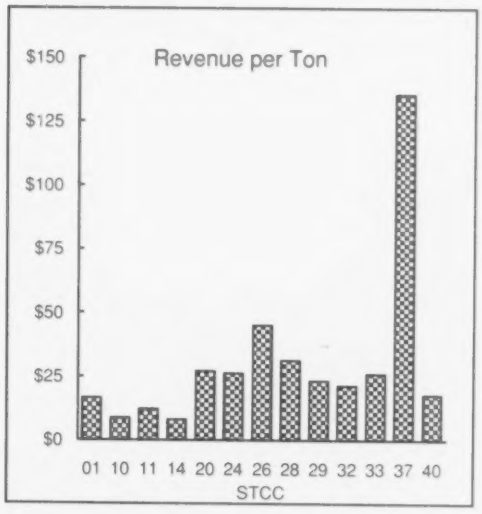
Percent of Gross Freight Revenue by STCC

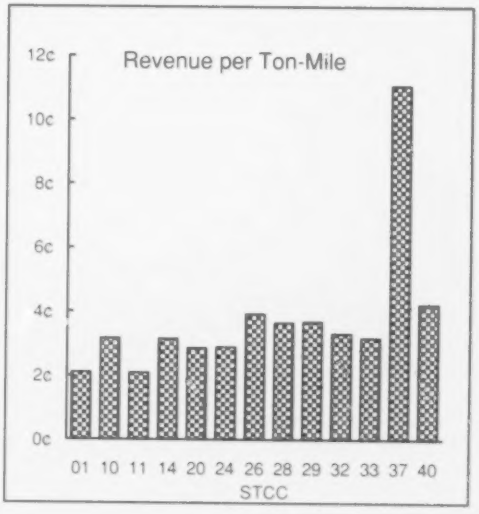
1990 REVENUE PER TON AND TON-MILE BY COMMODITY GROUP

STCC	Commodity	Freight Revenue Per Ton	Freight Revenue Per Ton-Mile	Rank Ton	Rank Ton-Mile
01	Farm Products	$16.43	2.10 ¢	10	13
10	Metallic Ores	8.69	3.16	12	8
11	Coal	12.00	2.08	11	12
14	Nonmetallic Minerals	8.10	3.15	13	9
20	Food and Kindred Products	26.95	2.86	4	11
24	Lumber & Wood Products	26.14	2.90	5	10
26	Pulp, Paper & Allied Products	45.03	3.92	2	3
28	Chemicals & Allied Products <1>	31.17	3.65	3	5
29	Petroleum & Coal Products	23.24	3.69	7	4
32	Stone, Clay & Glass Products	21.32	3.32	8	6
33	Primary Metal Products	26.04	3.18	6	7
37	Transportation Equipment	135.38	11.06	1	1
40	Waste & Scrap Materials	17.77	4.23	9	2
	Total	**$20.90**	**2.99 ¢**		

<1> The revenue per ton-mile figure excludes hazardous materials commodities included in STCC 49.

Sources: Revenue per ton - AAR - "Freight Commodity Statistics";
Revenue per ton-mile - AAR - "1990 Carload Waybill Statistics"





TRAFFIC AND REVENUE

Notes

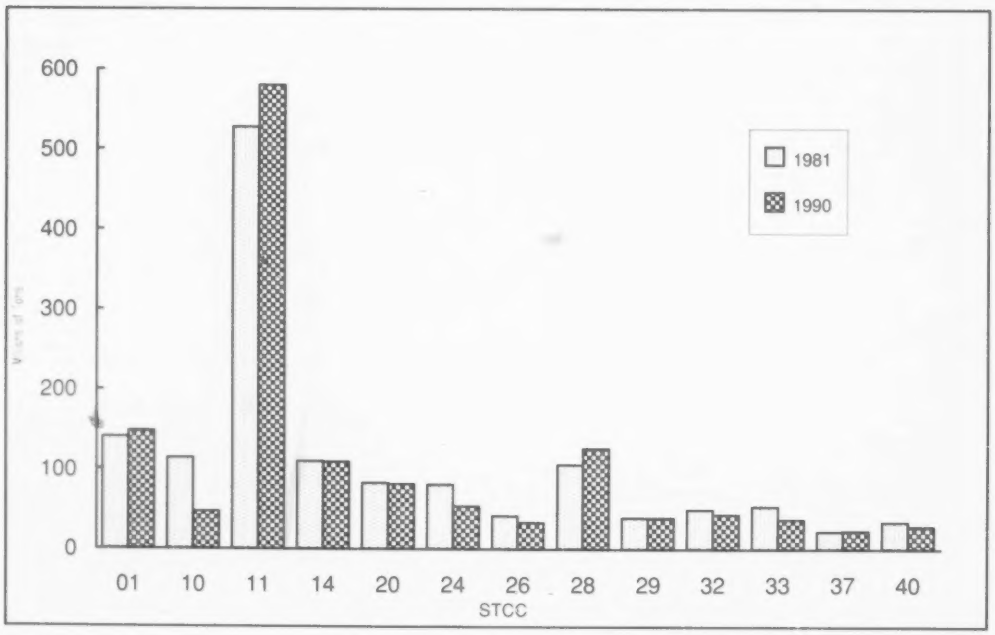
- The grain carloadings figures on pages 53 and 56 do not agree because different sources and different reporting periods were used in compiling the data.
- The revenue figures in this section do not match the freight revenue figures shown elsewhere in this publication because they reflect gross revenue from freight, without any adjustment for absorption or correction, as collected quarterly for the Freight Commodity Statistics.

TONNAGE BY MAJOR COMMODITY GROUP

(Millions of Tons Originated)

STCC	Commodity	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
01	Farm Products	139.9	133.5	142.2	151.1	127.0	136.4	162.9	169.6	154.4	147.4
10	Metallic Ores	113.8	62.6	68.4	85.5	46.9	46.4	44.9	51.9	47.3	47.0
11	Coal	527.6	523.8	493.6	566.6	538.0	517.5	523.3	542.8	551.2	579.3
14	Nonmetallic Minerals	110.0	84.7	96.5	108.2	107.7	101.2	109.4	114.5	110.7	109.3
20	Food & Kindred Products	82.8	77.0	75.2	72.1	73.5	78.3	81.4	81.0	79.0	81.2
24	Lumber & Wood Products	80.3	65.9	71.7	69.8	63.2	64.9	66.8	62.0	57.0	53.2
26	Pulp, Paper & Allied Products	41.6	36.4	36.6	37.7	36.2	35.6	35.9	34.7	33.5	33.0
28	Chemicals & Allied Products	105.9	91.2	99.3	107.4	106.4	105.6	115.9	123.4	122.5	126.2
29	Petroleum & Coal Products	39.0	31.6	33.6	35.3	32.9	32.8	34.9	38.6	38.5	39.5
32	Stone, Clay & Glass Products	49.2	38.2	41.6	44.8	43.5	42.1	44.4	46.2	46.3	43.7
33	Primary Metal Products	53.3	32.0	32.0	36.1	33.6	29.7	33.4	37.8	35.9	37.6
37	Transportation Equipment	22.2	18.8	22.2	26.1	27.2	25.9	23.9	24.8	24.4	22.9
40	Waste and Scrap Material	34.1	22.7	24.5	28.8	25.7	25.0	28.3	30.2	28.3	28.4

Source: AAR - "Freight Commodity Statistics"

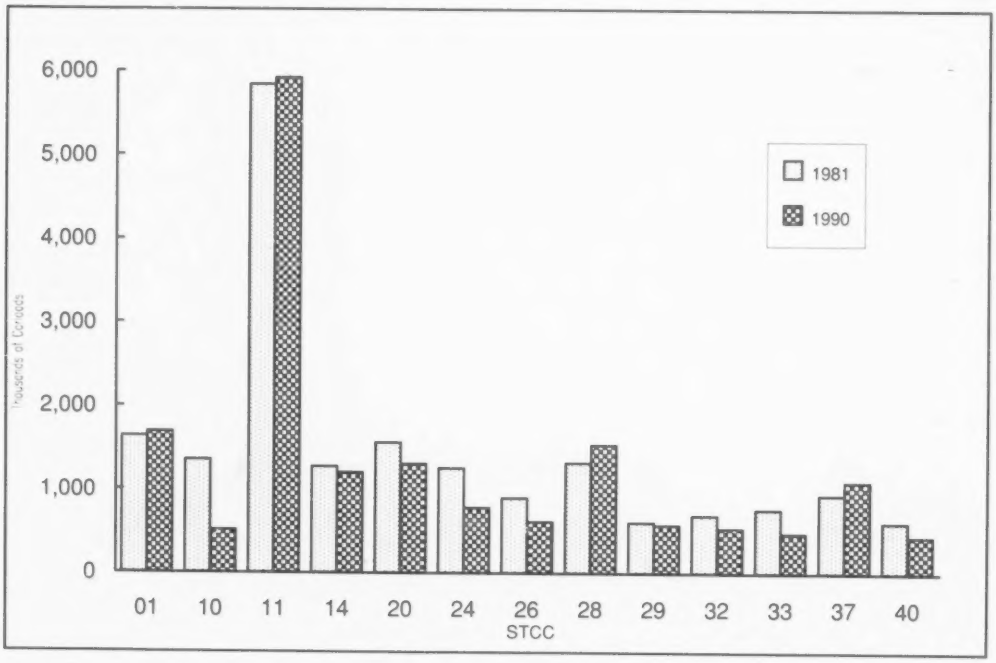


CARLOADINGS BY MAJOR COMMODITY GROUP

(Thousands of Carloads Originated)

STCC	Commodity	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
01	Farm Products	1,637	1,566	1,642	1,757	1,494	1,602	1,907	1,977	1,781	1,690
10	Metallic Ores	1,355	761	812	1,001	511	508	494	582	523	508
11	Coal	5,835	5,718	5,276	6,061	5,684	5,433	5,430	5,621	5,672	5,912
14	Nonmetallic Minerals	1,272	958	1,079	1,204	1,196	1,113	1,188	1,290	1,254	1,202
20	Food & Kindred Products	1,557	1,391	1,316	1,234	1,224	1,276	1,326	1,318	1,284	1,307
24	Lumber & Wood Products	1,254	1,002	1,075	1,051	948	965	986	910	843	790
26	Pulp, Paper & Allied Products	899	765	746	741	703	672	661	646	615	611
28	Chemicals & Allied Products	1,322	1,120	1,216	1,312	1,296	1,287	1,410	1,485	1,486	1,531
29	Petroleum & Coal Products	607	467	495	529	492	477	520	568	561	573
32	Stone, Clay & Glass Products	690	516	543	576	551	530	560	577	565	539
33	Primary Metal Products	760	459	440	487	450	389	428	479	452	477
37	Transportation Equipment	939	801	954	1,141	1,202	1,148	1,085	1,160	1,141	1,091
40	Waste and Scrap Material	610	409	417	480	429	402	440	471	444	439

Source: AAR - "Freight Commodity Statistics"

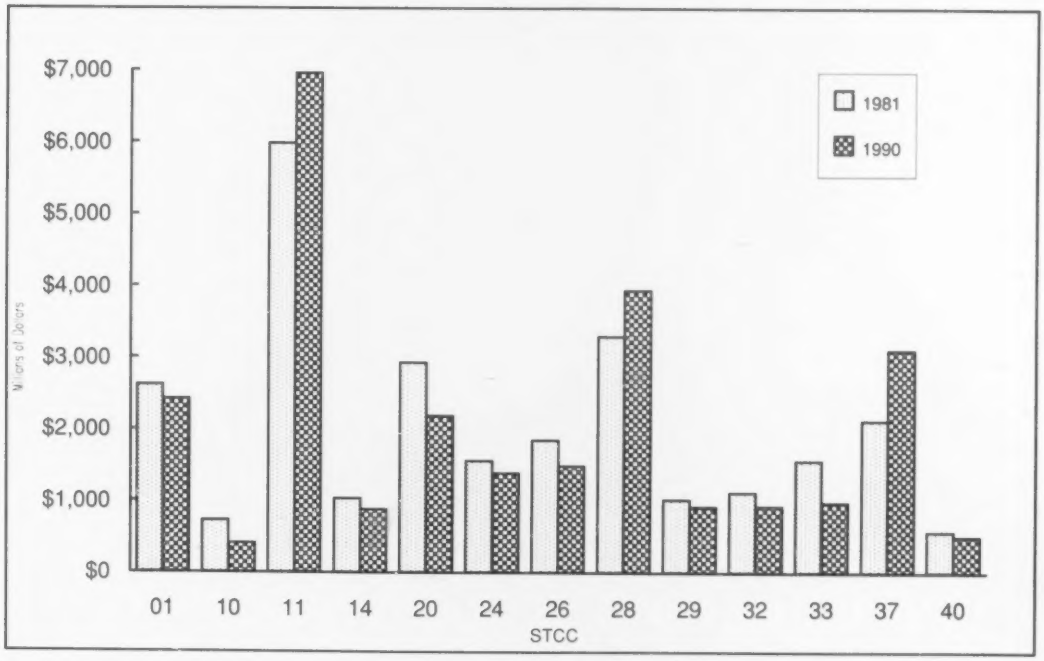


REVENUE BY MAJOR COMMODITY GROUP

(Millions of Dollars)

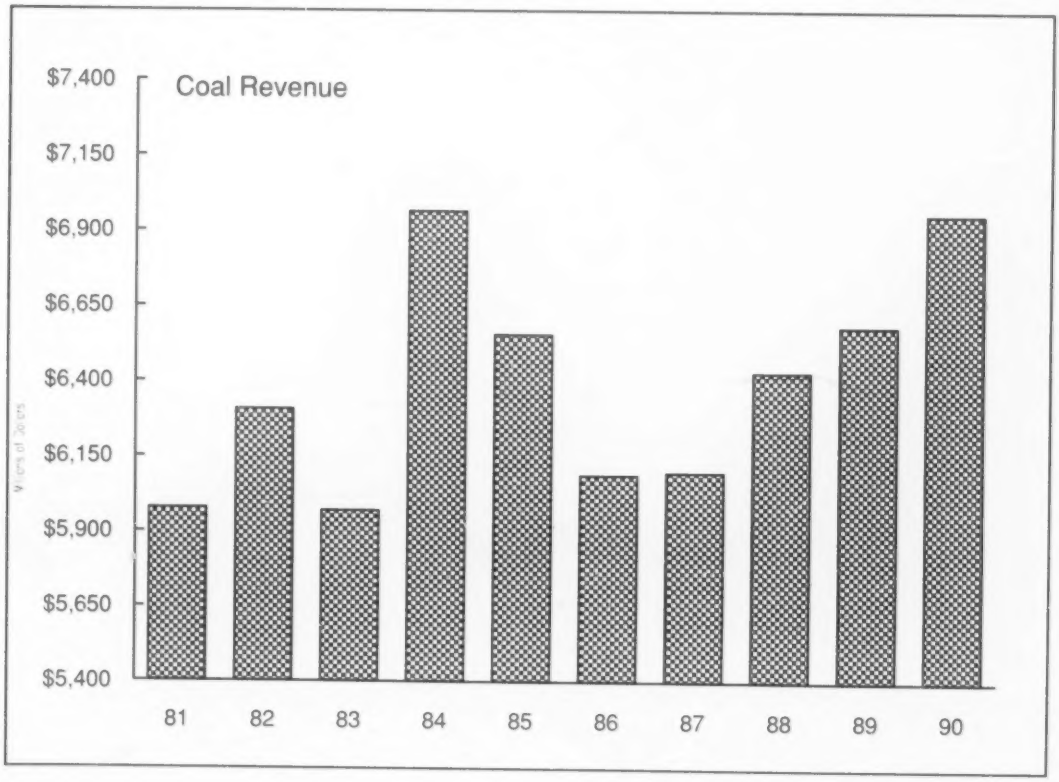
STCC	Commodity	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
01	Farm Products	$2,621	$2,305	$2,374	$2,483	$1,977	$2,007	$2,246	$2,534	$2,444	$2,422
10	Metallic Ores	723	403	450	567	403	375	348	415	397	408
11	Coal	5,977	6,307	5,969	6,965	6,556	6,089	6,097	6,430	6,581	6,954
14	Nonmetallic Minerals	1,036	852	834	997	949	839	855	890	868	885
20	Food & Kindred Products	2,928	2,604	2,349	2,309	2,256	2,192	2,171	2,198	2,128	2,188
24	Lumber & Wood Products	1,559	1,303	1,527	1,611	1,525	1,563	1,660	1,626	1,500	1,390
26	Pulp, Paper & Allied Products	1,848	1,717	1,671	1,762	1,641	1,570	1,542	1,541	1,514	1,486
28	Chemicals & Allied Products	3,288	2,942	3,078	3,360	3,342	3,342	3,477	3,795	3,788	3,933
29	Petroleum & Coal Products	1,019	887	844	913	861	800	809	903	917	918
32	Stone, Clay & Glass Products	1,114	888	908	1,024	960	906	914	965	960	931
33	Primary Metal Products	1,559	977	816	955	872	787	863	1,013	972	979
37	Transportation Equipment	2,120	1,960	2,292	2,859	3,110	2,996	2,866	3,218	3,269	3,100
40	Waste and Scrap Material	573	418	424	496	446	425	474	526	492	504

Source: AAR - "Freight Commodity Statistics"



RAIL TRANSPORTATION OF COAL

Year	Tons Originated (millions)	Carloads Originated (thousands)	Revenues (millions $)	Coal as Percent of Total Traffic		
				Tonnage	Carloads	Revenue
1981	528	5,835	$5,977	36.3 %	27.3 %	20.2 %
1982	524	5,718	6,307	41.3	30.8	23.8
1983	494	5,276	5,969	38.2	27.7	22.4
1984	567	6,061	6,965	39.6	28.9	23.3
1985	538	5,684	6,556	40.8	29.1	23.2
1986	518	5,433	6,089	39.6	27.7	22.4
1987	523	5,430	6,097	38.1	26.4	22.0
1988	543	5,621	6,430	38.0	26.0	21.8
1989	551	5,672	6,581	39.3	26.7	22.4
1990	579	5,912	6,954	40.7	27.6	23.4

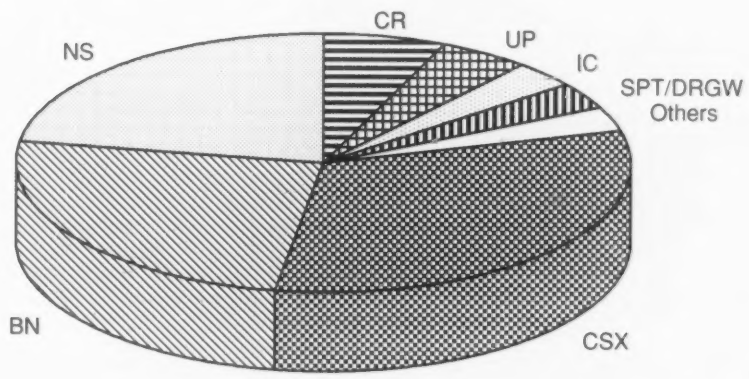


MAJOR COAL-CARRYING RAILROAD SYSTEMS

Railroad System	Tons of Coal Originated (millions)	Percent of Total
CSX Transportation	181.9	31.4 %
Burlington Northern Railroad Company	144.5	24.9
Norfolk Southern Corporation	128.4	22.2
Consolidated Rail Corporation	37.3	6.4
Union Pacific Railroad Company	27.0	4.7
Illinois Central Railroad Company	19.9	3.4
Southern Pacific/ Denver and Rio Grande Western Companies	18.0	3.1
Top Seven	557.0	96.2 %
Others	17.2	3.0
TOTAL	**579.3**	**100.0 %**

Source: AAR - "Freight Commodity Statistics"

Share of Coal Tons Originated

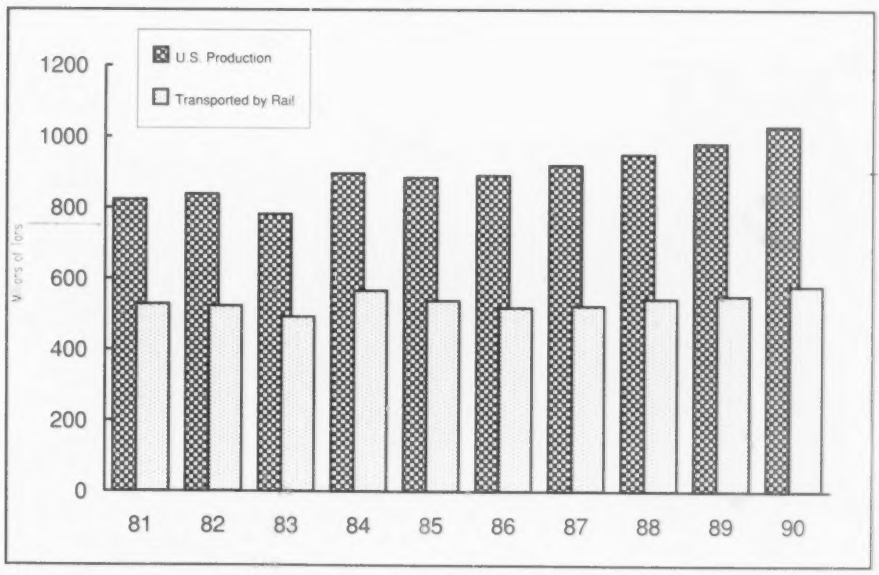


RAIL COAL TRAFFIC AS A PERCENT OF DOMESTIC COAL PRODUCTION

Year	Total Tons U.S. Production (millions)	Transported by Rail: Tons Originated (millions)	Transported by Rail: Percent of Production
1981	824	528	64.1 %
1982	838	524	62.5
1983	782	494	63.2
1984	896	567	63.3
1985	884	538	60.9
1986	890	518	58.2
1987	919	523	56.9
1988	950	543	57.2
1989	981	551	56.2
1990	1,029	579	56.3

Note: Above data include bituminous lignite and anthracite coal.

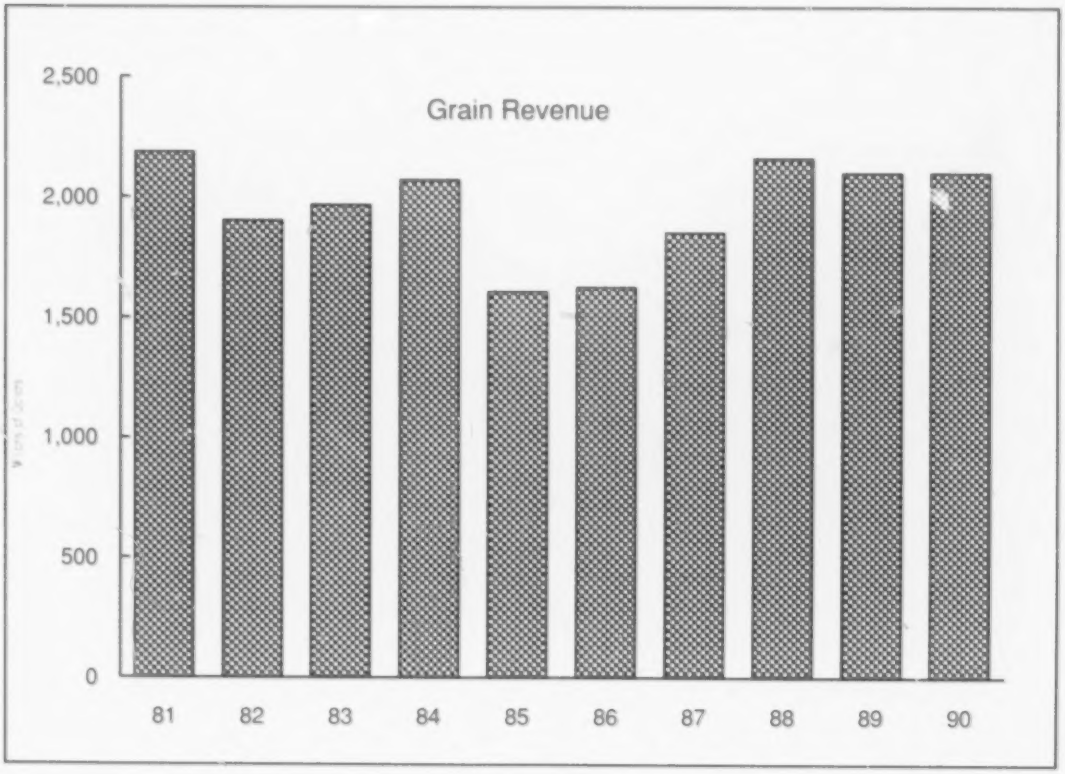
Sources: DOE, Energy Information Administration - "Coal Production 1989;" and AAR - "Freight Commodity Statistics"



RAIL TRANSPORTATION OF GRAIN

Year	Tons Originated (millions)	Carloads Originated (thousands)	Grain Revenue (millions $)	Grain as Percent of Total Traffic		
				Tonnage	Carloads	Revenue
1981	129	1,365	$2,186	8.9 %	6.4 %	7.4 %
1982	122	1,287	1,902	9.6	6.9	7.2
1983	131	1,377	1,968	10.1	7.2	7.4
1984	140	1,474	2,072	9.8	7.0	6.9
1985	117	1,235	1,608	8.9	6.3	5.7
1986	126	1,324	1,625	9.6	6.8	6.0
1987	151	1,594	1,853	11.0	7.7	6.7
1988	159	1,679	2,161	11.1	7.8	7.3
1989	145	1,514	2,100	10.3	7.1	7.2
1990	138	1,460	2,101	9.7	6.8	7.1

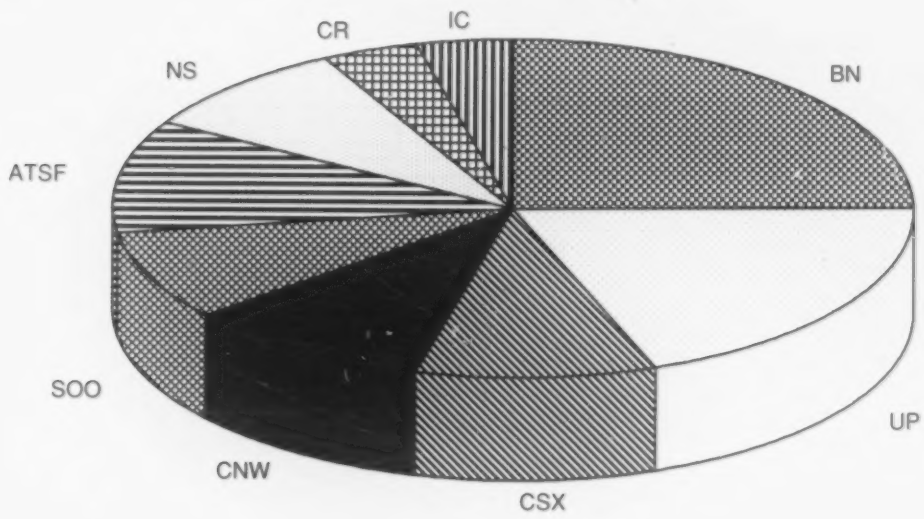
Note: See note on page 46.



MAJOR GRAIN-CARRYING RAILROAD SYSTEMS

Railroad System	Tons of Grain Originated	Percent of Total
Burlington Northern Railroad Company	35,548,166	25.7 %
Union Pacific Railroad Company	26,370,426	19.1
CSX Transportation	13,649,309	9.9
Chicago and North Western Transportation Company	13,197,765	9.6
Soo Line Railroad Company	12,890,300	9.3
Atchison, Topeka & Santa Fe Railway Company	12,170,731	8.8
Norfolk Southern Corporation	9,947,700	7.2
Consolidated Rail Corporation	4,839,029	3.5
Illinois Central Railroad Company	4,642,052	3.4
Top Nine	133,255,478	96.4 %
Others	4,933,361	3.6
TOTAL	**138,188,839**	**100.0 %**

Share of Grain Tons Originated



GRAIN FLEET

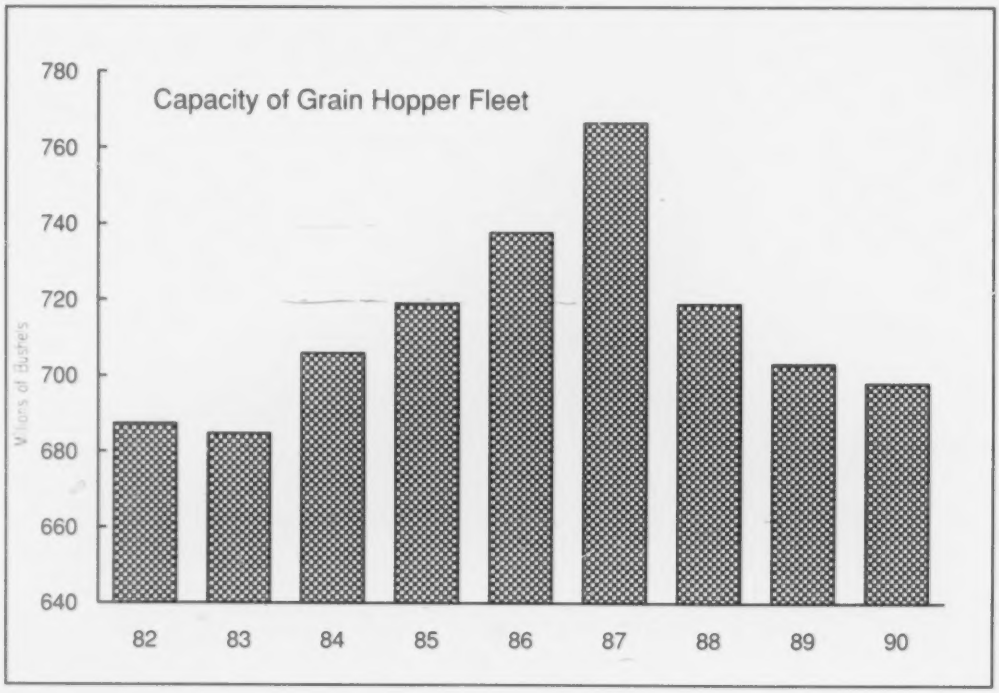
Year	Grain Hoppers	Total Capacity (bushels)
1982	202,121	687,211,400
1983	201,365	684,641,000
1984	207,636	705,962,400 r
1985	211,492	719,072,800
1986	216,957	737,653,800
1987	225,413 r	766,404,200 r
1988	211,428 r	718,855,200 r
1989	206,781 r	703,055,400 r
1990	205,402	698,366,800

r - revised

Note: Includes both railroad and privately owned cars. Capacity figures assume that an average covered hopper carries 3,400 bushels.

Consistent data for these series are not available prior to 1982.

Source: AAR - UMLER database



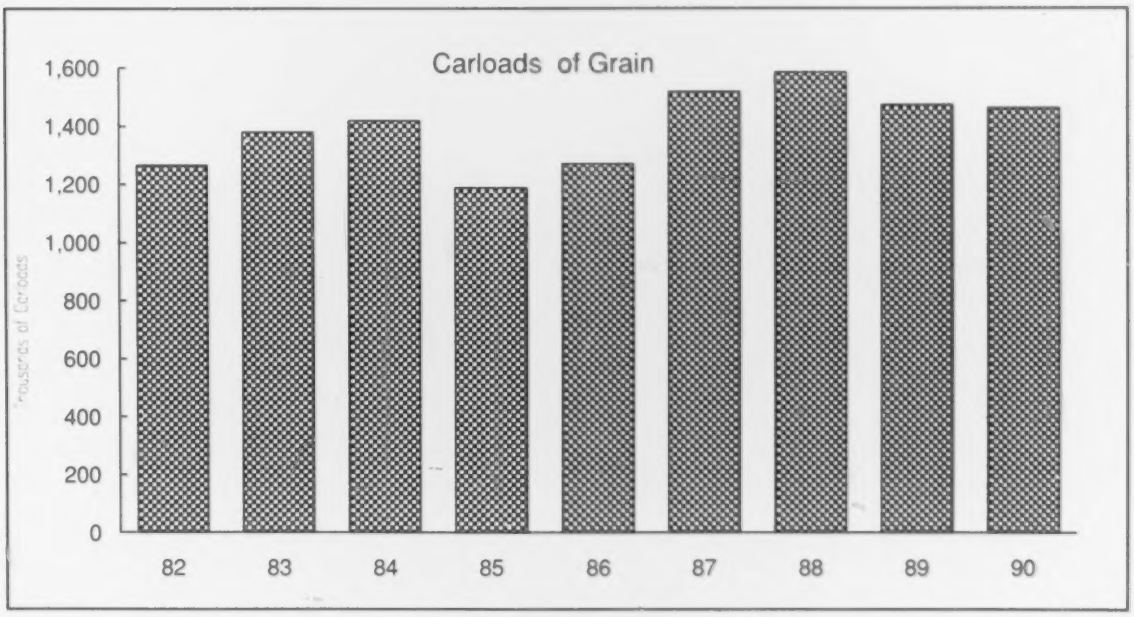
GRAIN TRAFFIC

Year	Carloads Originated	Total Bushels (millions)	Weekly Average (millions of bushels)
1982	1,265,357	4,214 <1>	81.0
1983	1,379,101	4,689	90.2
1984	1,417,188	4,818	92.7
1985	1,187,010	4,036	77.6
1986	1,268,347	4,312	82.9
1987	1,515,361	5,152	99.1
1988	1,582,889	5,382	103.5
1989	1,472,122	5,005	96.3
1990	1,460,160	4,965	95.5

<1> About 5 percent of grain traffic moved in box cars.
Box cars are assumed to carry 2 000 bushels per car.

Notes: Assumes 3,400 bushels per hopper car.
See note on page 46.

Source: AAR - " Weekly Railroad Traffic"



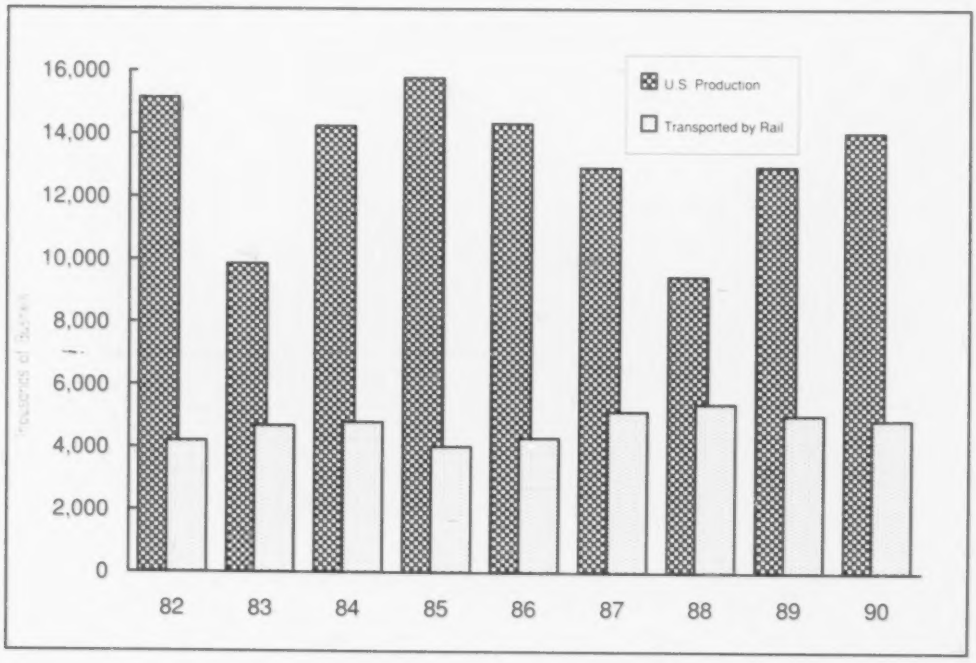
RAIL GRAIN TRAFFIC AS A PERCENT OF DOMESTIC GRAIN PRODUCTION

Year	Total Bushels U.S. Production (thousands)	Transported by Rail	
		Bushels Originated	Percent of Production
1982	15,134,282 r	4,213,629	27.8 %
1983	9,850,251 r	4,688,943	47.6
1984	14,238,868 r	4,818,439	33.8
1985	15,768,872 r	4,035,834	25.6
1986	14,317,457 r	4,312,380	30.1
1987	12,922,846 r	5,152,227	39.9
1988	9,454,306 r	5,399,781 r	57.1
1989	12,958,698 r	5,029,763 r	38.8
1990	14,036,076	4,889,003	34.8

r - revised

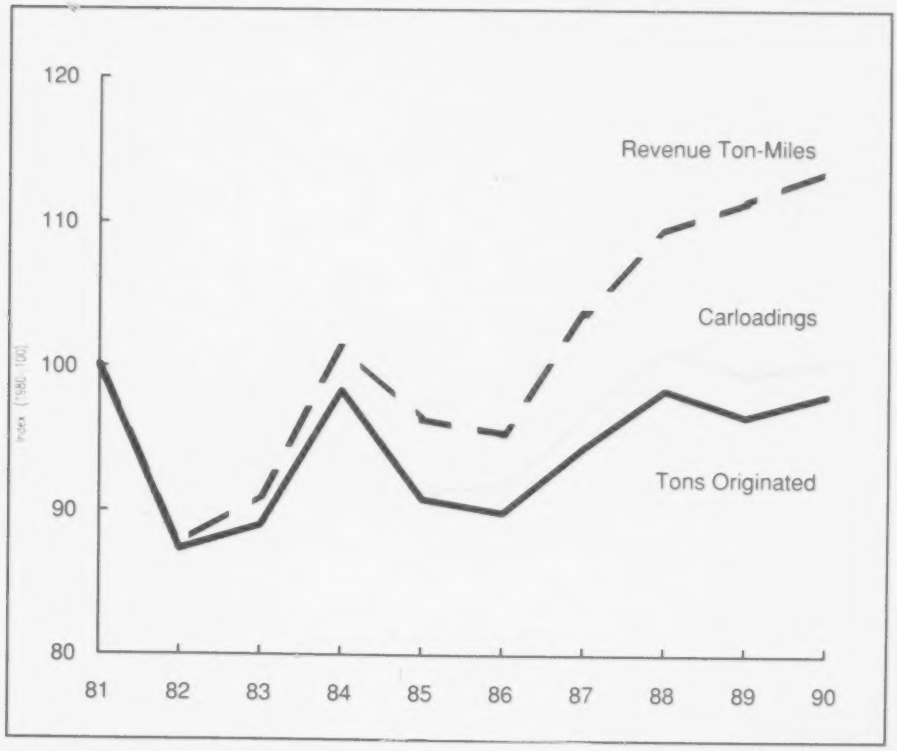
Note: Consistent data for these series are not available prior to 1982.

Source: U.S. Production - U.S. Department of Agriculture , Agricultural Statistics Board.

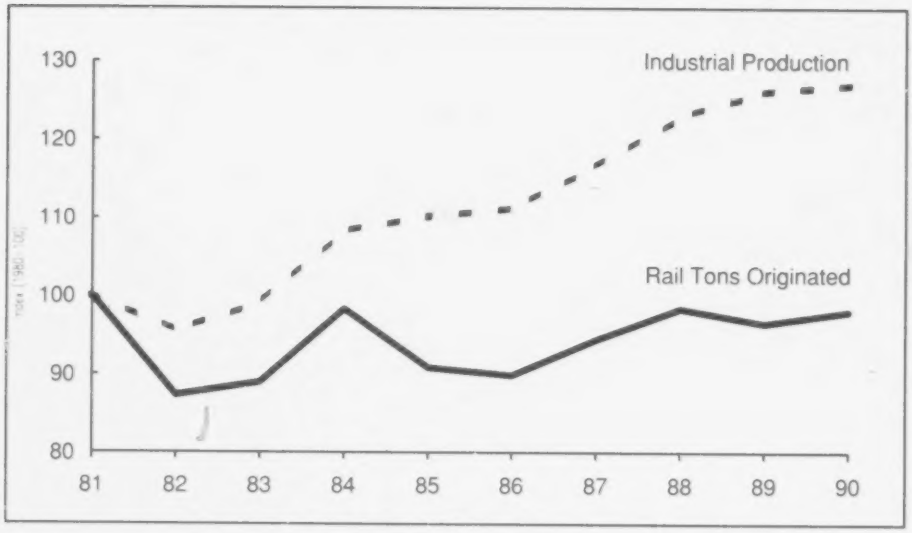


FREIGHT TRAFFIC

Year	Carloads Originated (thousands)	Tons Originated (millions)	Revenue Ton-Miles (billions)
1981	21,343	1,453	910
1982	18,585	1,269	798
1983	19,013	1,293	828
1984	20,946	1,429	922
1985	19,501	1,320	877
1986	19,589	1,306	868
1987	20,602	1,372	944
1988	21,600	1,430	996
1989	21,226	1,403	1,014
1990	21,401	1,425	1,034



INDUSTRIAL PRODUCTION VS. RAIL TONNAGE



Year	Index of Industrial Production	Index of Rail Tons Originated
1981	100.0	100.0
1982	95.6	87.3
1983	99.1	89.0
1984	108.3	98.3
1985	110.2	90.8
1986	111.2	89.9
1987	116.7	94.4
1988	123.0	98.4
1989	126.1	96.6
1990	127.3	98.1

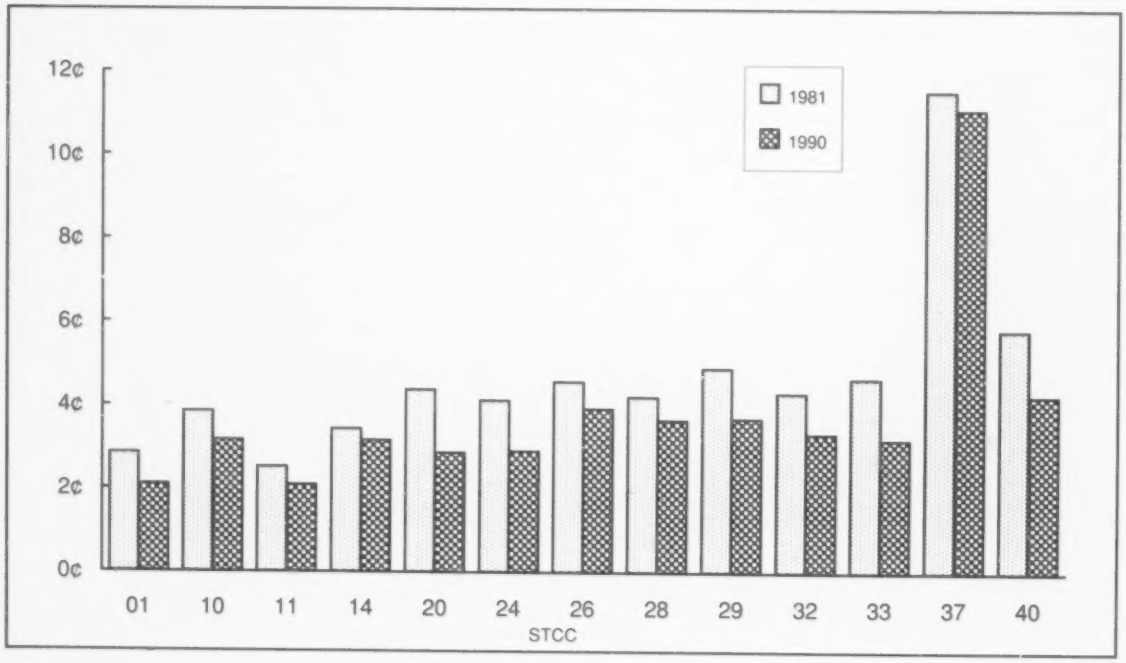
Source: Industrial Production - "Economic Report of the President"

REVENUE PER TON-MILE BY MAJOR COMMODITY GROUP

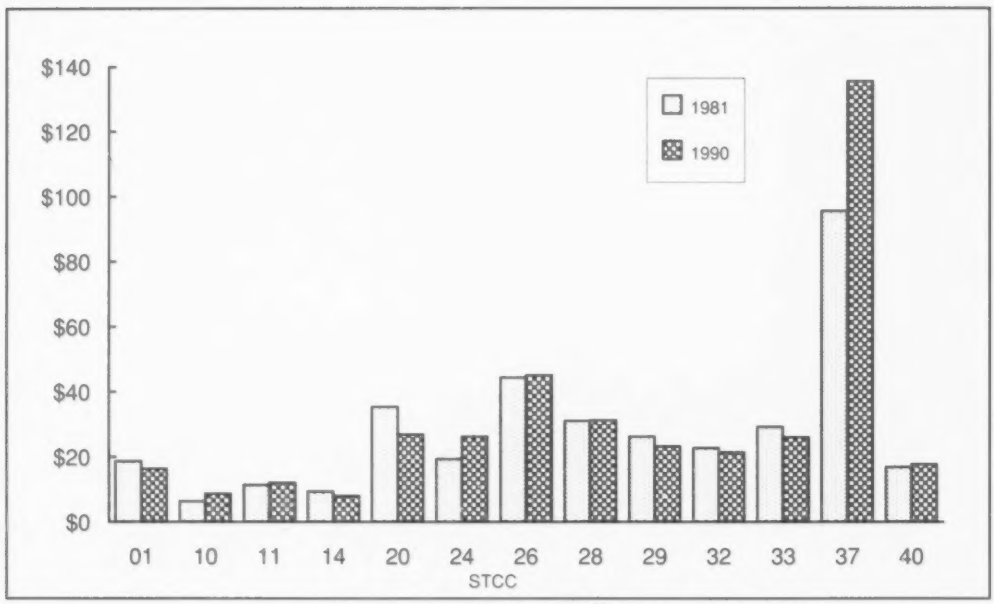
Cents per ton-mile

STCC	Commodity	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
01	Farm Products	2.84 ¢	2.56 ¢	2.48 ¢	2.32 ¢	2.25 ¢	2.11 ¢	1.96 ¢	2.04 ¢	2.02 ¢	2.10 ¢
10	Metallic Ores	3.84	3.80	3.62	3.33	3.41	3.41	3.42	3.17	2.96	3.16
11	Coal	2.51	2.51	2.43	2.50	2.24	2.24	2.19	2.16	2.16	2.08
14	Nonmetallic Minerals	3.43	3.19	3.16	3.21	3.10	3.10	3.07	3.06	3.11	3.15
20	Food & Kindred Products	4.37	3.90	3.65	3.60	3.21	3.21	3.03	3.04	2.97	2.86
24	Lumber & Wood Products	4.12	3.69	3.54	3.54	2.98	2.98	2.88	2.99	2.97	2.90
26	Pulp, Paper & Allied Products	4.57	4.10	4.09	3.95	3.81	3.81	3.73	3.81	3.82	3.92
28	Chemicals & Allied Products	4.20	3.87	3.78	3.90	3.83	3.83	3.68	3.76	3.78	3.65
29	Petroleum & Coal Products	4.89	4.51	4.82	4.43	4.40	4.18	4.10	4.08	4.07	3.69
32	Stone, Clay & Glass Products	4.29	3.78	3.66	3.77	3.70	3.59	3.41	3.40	3.40	3.32
33	Primary Metal Products	4.64	4.15	4.04	3.93	3.69	3.38	3.14	3.10	3.06	3.18
37	Transportation Equipment	11.51	10.35	9.76	11.01	11.10	10.97	10.89	11.05	11.04	11.06
40	Waste and Scrap Material	5.79	5.07	4.96	5.11	4.92	4.75	4.42	4.68	4.58	4.23

Source: AAR - "Carload Waybill Statistics"



REVENUE PER TON BY MAJOR COMMODITY GROUP



STCC	Commodity	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
01	Farm Products	$18.73	$17.27	$16.69	$16.43	$15.57	$14.71	$13.79	$14.94	$15.83	$16.43
10	Metallic Ores	6.35	6.44	6.58	6.63	8.59	8.08	7.75	8.00	8.39	8.68
11	Coal	11.33	12.04	12.09	12.29	12.19	11.77	11.65	11.85	11.94	12.00
14	Nonmetallic Minerals	9.42	10.06	8.64	9.21	8.81	8.29	7.82	7.77	7.84	8.10
20	Food & Kindred Products	35.36	33.82	31.24	32.02	30.69	27.99	26.67	27.14	26.94	26.95
24	Lumber & Wood Products	19.41	19.77	21.30	23.08	24.13	24.08	24.85	26.23	26.32	26.13
26	Pulp, Paper & Allied Products	44.42	47.17	45.66	46.74	45.33	44.10	42.95	44.41	45.19	45.03
28	Chemicals & Allied Products	31.05	32.26	31.00	31.28	31.41	31.65	30.00	30.75	30.92	31.16
29	Petroleum & Coal Products	26.13	28.07	25.12	25.86	26.17	24.39	23.18	23.39	23.82	23.24
32	Stone, Clay & Glass Products	22.64	23.25	21.83	22.86	22.07	21.52	20.59	20.89	20.73	21.30
33	Primary Metal Products	29.25	30.53	25.50	26.45	25.95	26.50	25.84	26.80	27.08	26.04
37	Transportation Equipment	95.50	104.26	103.24	109.54	114.34	115.68	119.92	129.76	133.98	135.37
40	Waste and Scrap Material	16.80	18.41	17.31	17.22	17.35	17.00	16.75	17.42	17.39	17.75

Source: AAR - "Freight Commodity Statistics"

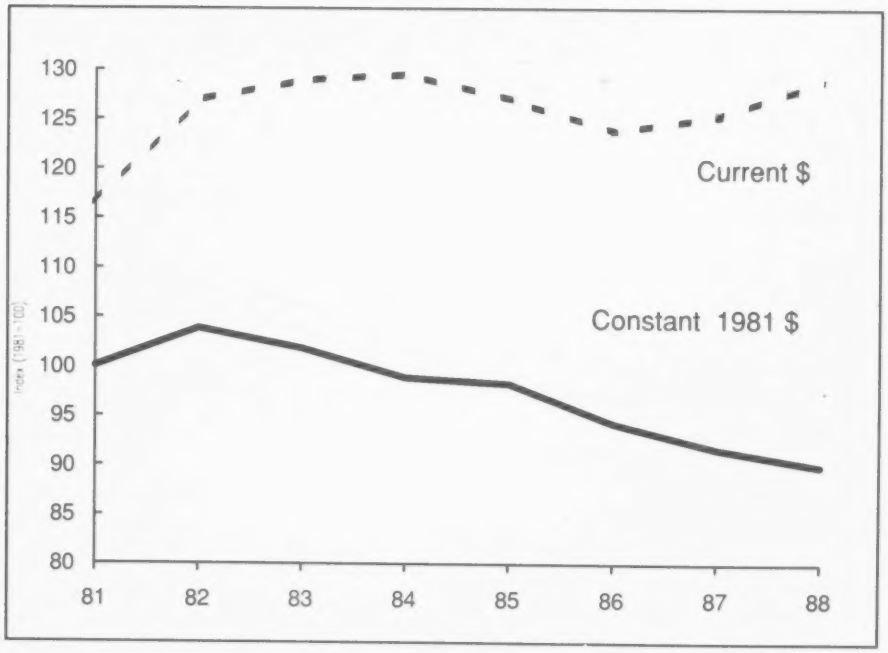
AAR COAL FREIGHT RATE INDEX

Year	Index	
	Current $	Constant 1981 $
1981	100.0	100.0
1982	108.9	103.9
1983	110.6	101.8
1984	111.2	98.8
1985	109.0	98.3
1986	106.3	94.3
1987	107.6	91.7
1988	110.6	90.0
1989	NA	NA
1990	NA	NA

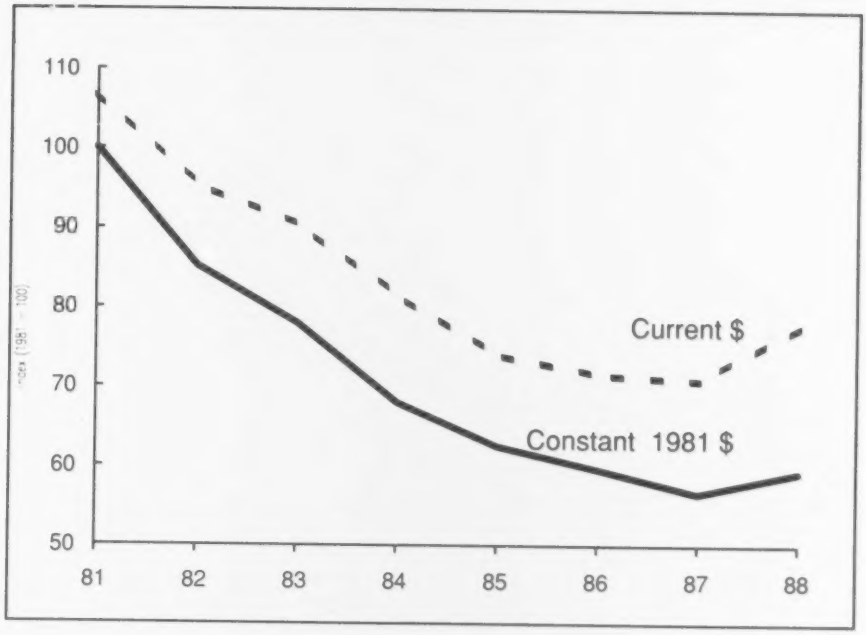
NA - not available

Note: The constant dollar index is calculated by deflating the current dollar index by the AAR's Railroad Cost Recovery Index.

Source: AAR - "Annual Coal Rate Index"



AAR GRAIN FREIGHT RATE INDEX



	Index	
Year	Current $	Constant 1981 $
1981	100.0	100.0
1982	89.4	85.2
1983	84.8	78.0
1984	76.5	68.0
1985	69.4	62.5
1986	67.2	59.7
1987	66.4	56.6
1988	72.9	59.2
1989	NA	NA
1990	NA	NA

NA - not available

Note: The constant dollar index is calculated by deflating the current dollar index by the AAR's Railroad Cost Recovery Index.

Source: AAR - "Annual Grain Rate Index"

AAR FREIGHT RATE INDEX

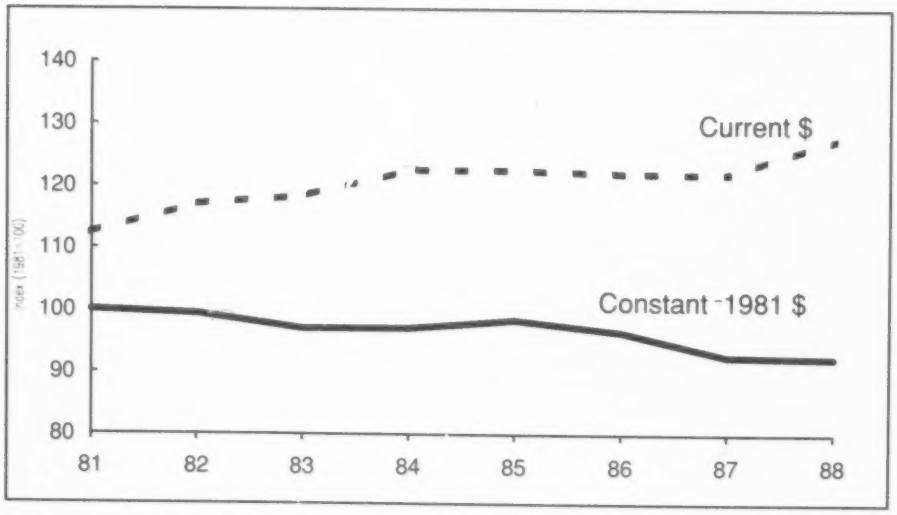
Year	Index Current $	Index Constant 1981 $
1981	100.0	100.0
1982	104.2	99.4
1983	105.3	97.0
1984	109.1	97.1
1985	109.1	98.4
1986	108.6	96.5
1987	108.5	92.6
1988	113.5	92.4
1989	NA	NA
1990	NA	NA

NA - not available

Note: The AAR Freight Rate Index is calculated using the Bureau of Labor Statistics' Freight Rate Index, modified by the substitution of the AAR's coal and grain rate indexes.

The constant dollar index is calculated by deflating the current dollar index by the AAR's Railroad Cost Recovery Index.

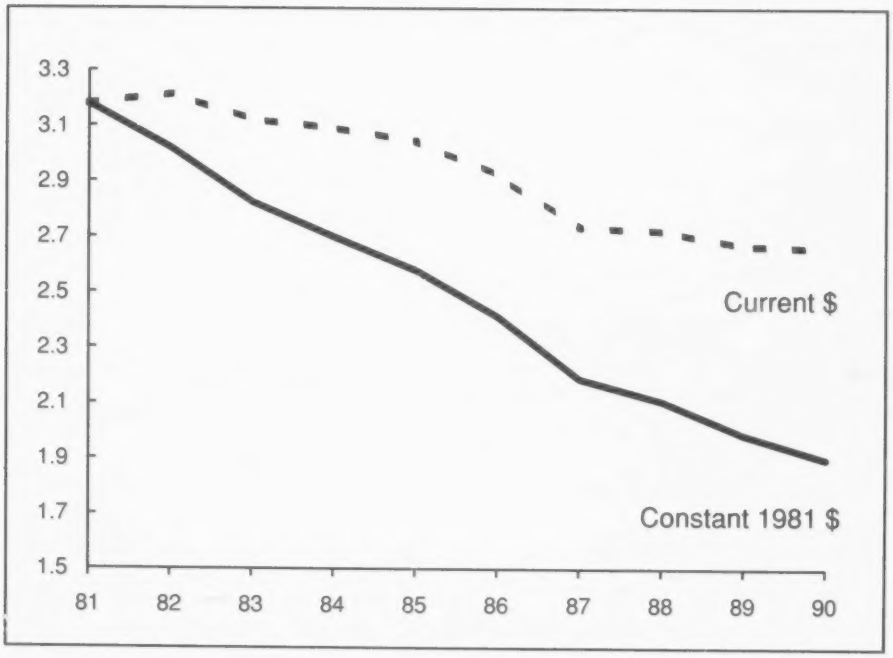
Sources: Bureau of Labor Statistics - "Freight Rate Index" and AAR - "Annual Coal and Grain Rate Indexes"



REVENUE PER TON-MILE IN CURRENT AND CONSTANT DOLLARS

	Freight Revenue Per Ton-Mile	
Year	Current $	Constant 1981 $
1981	3.178 ¢	3.178 ¢
1982	3.212	3.019
1983	3.119	2.822
1984	3.090	2.697
1985	3.043	2.579
1986	2.921	2.413
1987	2.733	2.188
1988	2.720	2.108
1989	2.669	1.986
1990	2.657	1.899

Note: The constant dollar data are calculated by dividing the current dollar data by the GNP Implicit Price Deflator.

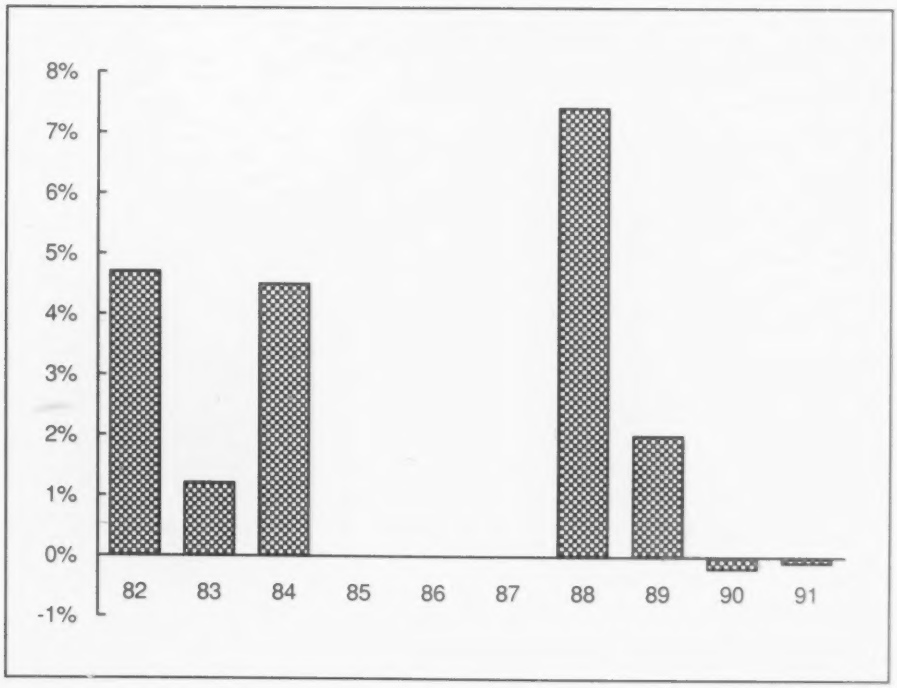


RCAF-ALLOWED RATE ACTIONS

Year	Percent Change
1982	4.7 %
1983	1.2
1984	4.5
1985	0
1986 <1>	0
1987	0
1988	7.4
1989	2.0
1990	-0.2
1991	-0.1

<1> A 1.1 percent first quarter increase was required to be rolled back in the fourth quarter.

Source: AAR - "AAR Railroad Cost Indexes"



FINANCIAL STATISTICS

NOTES

- The tax figures on pages 69 and 84 do not always agree because different sources were used in compiling the two tables.
- The figures on page 90 for Net Railway Operating Income (NROI) and Average Net Investment are based on ICC Revenue Adequacy methodology. The Revenue Adequacy NROI shown includes, in addition to the industry's NROI, the following: (1) the inclusion of NROI's of affiliated railroads and any other affiliates which meet certain tests, (2) an adjustment to exclude tax expenses not related to rail operations, (3) the inclusion of certain interest income, and (4) the gain (loss) from certain land or segment sales, transfers or reclassifications from rail to non-rail operations. The average net investment includes net assets of Class I railroads plus the net assets of any affiliated railroads, and any other affiliates which meet certain tests for inclusion. The total net assets are then reduced by total accumulated deferred tax liabilities. Predecessor values were used where appropriate.
- Effective 1988, the ICC adopted the Financial Accounting Standards Board FAS No. 95, Statement of Cash Flows. Page 71 of the TRENDS sets forth the new Statement of Cash Flows which replaced the Statement of Changes in Financial Position which was included in earlier editions of TRENDS.

STATEMENT OF FINANCIAL RESULTS

(Millions of Dollars)

	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
OPERATING REVENUES										
Freight	$28,925	$25,627	$25,836	$28,472	$26,688	$25,344	$25,797	$27,092	$27,059	$27,471
Passenger	542	578	109	101	103	108	94	85	91	94
All Other Revenues	1,432	1,299	784	880	795	752	731	757	806	805
Total Operating Revenues	**$30,899**	**$27,504**	**$26,729**	**$29,453**	**$27,586**	**$26,204**	**$26,622**	**$27,934**	**$27,956**	**$28,370**
OPERATING EXPENSES										
Way & Structures	$5,536	$5,209	$4,107	$4,250	$4,333	$4,780	$4,338	$4,398	$4,431	$4,278
Equipment	6,867	6,413	6,070	6,573	6,350	6,573	6,094	6,109	6,179	6,350
Transportation	13,605	12,366	11,377	12,282	11,722	10,197	10,381	10,827	11,169	11,277
General & Administration	2,579	2,502	2,551	2,696	2,822	3,347	3,065	3,477	3,259	2,747
Total Operating Expenses	**$28,587**	**$26,490**	**$24,106**	**$25,800**	**$25,225**	**$24,896**	**$23,878**	**$24,811**	**$25,038**	**$24,652**
NET REVENUE FROM OPERATIONS	**$2,312**	**$1,013**	**$2,623**	**$3,653**	**$2,361**	**$1,308**	**$2,744**	**$3,123**	**$2,918**	**$3,718**
OPERATING RATIO	**92.52%**	**96.32%**	**90.19%**	**87.60%**	**91.44%**	**95.01%**	**89.69%**	**88.82%**	**89.56%**	**86.89%**
OTHER INCOME	$2,113	$1,667	$1,266	$1,521	$1,336	$1,502	$1,444	$1,575	$1,453	$1,254
OTHER DEDUCTIONS	278	215	281	281	305	330	256	238	210	345
INCOME BEFORE FIXED CHARGES	$4,147	$2,465	$3,608	$4,893	$3,393	$2,480	$3,932	$4,460	$4,162	$4,627
TOTAL FIXED CHARGES	$1,119	$1,065	$989	$990	$934	$901	$904	$931	$1,102	$1,227
INCOME AFTER FIXED CHARGES	$3,028	$1,399	$2,619	$3,903	$2,459	$1,579	$3,028	$3,529	$3,059	$3,401
Contingent Interest	23	21	17	18	12	12	11	10	10	10
Unusual or Infrequent Items (dr.) cr.	18	114	26	1	0	(657)	0	(82)	0	(342)
Provision for Taxes:										
Federal Income	(5)	(50)	(52)	201	260	442	595	516	472	637
State & Other	50	(9)	8	54	35	47	86	12	(19)	11
Deferred Taxes	937	399	895	930	365	(327)	370	634	587	440
Total Taxes	$982	$340	$851	$1,185	$660	$163	$1,051	$1,162	$1,040	$1,088
NET INCOME FROM CONTING. OPERATIONS	**$2,041**	**$1,152**	**$1,778**	**$2,702**	**$1,788**	**$747**	**$1,965**	**$2,275**	**$2,009**	**$1,961**
Discontinued Operations (dr.) cr.	--	--	--	(48)	--	--	--	11	--	--
ORDINARY INCOME	**$2,041**	**$1,152**	**$1,778**	**$2,654**	**$1,788**	**$747**	**$1,965**	**$2,286**	**$2,009**	**$1,961**
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES (dr.) cr.	100	--	20	47	93	(203)	90	96	194	16
NET INCOME	**$2,141**	**$1,152**	**$1,797**	**$2,701**	**$1,882**	**$544**	**$2,055**	**$2,382**	**$2,203**	**$1,977**

Note: See note on page 68.

STATEMENT OF FINANCIAL POSITION

(Millions of Dollars)

	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
ASSETS										
Current Assets:										
Cash & Short Term Investments	$2,807	$2,915	$2,660	$3,336	$2,677	$2,692	$2,353	$1,903	$1,087	$930
Accounts Receivable (Net)	4,728	4,042	4,623	4,814	5,070	4,879	4,421	4,916	3,983	3,222
Materials and Supplies	1,724	1,516	1,175	1,294	1,145	928	866	925	899	903
Other Current Assets	405	341	347	377	458	635	576	659	766	644
Total Current Assets	**$9,665**	**$8,813**	**$8,804**	**$9,821**	**$9,350**	**$9,132**	**$8,216**	**$8,403**	**$6,735**	**$5,699**
Total Other Assets	**$6,273**	**$5,923**	**$5,694**	**$5,677**	**$4,627**	**$3,074**	**$3,177**	**$3,983**	**$5,693**	**$4,538**
Road and Equipment:										
Road	$19,642	$20,676	$36,943	$39,129	$41,161	$42,355	$42,888	$44,615	$45,586	$47,575
Equipment	23,718	23,688	22,624	22,321	21,908	21,475	21,197	21,414	21,136	20,931
Unallocated Items	688	647	874	973	756	795	1,203	1,051	1,047	986
Accum. Depreciation & Amortization	11,537	11,980	19,526	19,879	19,638	20,889	21,099	21,797	21,539	22,343
Net Road and Equipment	**$32,512**	**$33,031**	**$40,916**	**$42,545**	**$44,186**	**$43,736**	**$44,188**	**$45,283**	**$46,229**	**$47,149**
TOTAL ASSETS	**$48,450**	**$47,767**	**$55,414**	**$58,043**	**$58,163**	**$55,942**	**$55,581**	**$57,669**	**$58,657**	**$57,387**
LIABILITIES										
Current Liabilities:										
Accounts Payable	$5,815	$5,468	$5,458	$5,886	$6,193	$6,347	$5,934	$6,281	$6,555	$6,986
Taxes Accrued	600	553	564	595	539	588	697	676	639	722
Other Current Liabilities	511	410	452	516	521	482	547	634	664	577
Equipment Obligations & Other LTD Due Within One Year	1,048	1,011	1,004	980	1,015	972	1,004	1,002	996	919
Total Current Liabilities	**$7,973**	**$7,442**	**$7,479**	**$7,977**	**$8,267**	**$8,390**	**$8,182**	**$8,593**	**$8,854**	**$9,204**
Long Term Liabilities:										
Funded Debt Unmatured	$4,245	$4,001	$4,113	$4,169	$3,822	$4,061	$3,147	$3,486	$4,850	$5,297
Equipment Obligations	6,204	5,741	5,131	4,691	4,353	3,927	3,454	3,177	2,997	2,839
Capital Lease Obligations	1,488	1,403	1,360	1,373	1,295	1,224	1,099	1,006	939	894
Debt in Default	170	170	141	56	0	0	0	0	0	0
Accounts Payable - Affiliated Cos.	372	414	388	431	798	627	687	713	568	581
Accum. Deferred Income Tax Cred.	4,746	5,139	8,485	9,450	10,130	9,686	9,920	10,358	10,543	10,919
Other Long Term Liabilities	1,998	2,109	1,856	1,912	1,893	2,587	3,476	3,870	4,153	3,989
Total Long Term Liabilities	**$19,223**	**$18,977**	**$21,473**	**$22,080**	**$22,291**	**$22,111**	**$21,783**	**$22,609**	**$24,050**	**$24,520**
TOTAL LIABILITIES	**$27,197**	**$26,419**	**$28,952**	**$30,057**	**$30,558**	**$30,501**	**$29,965**	**$31,201**	**$32,904**	**$33,724**
SHAREHOLDERS' EQUITY										
Capital Stock:										
Common Stock	$3,661	$3,634	$3,450	$3,304	$3,179	$2,937	$2,720	$2,707	$2,707	$2,381
Preferred Stock	908	924	872	872	695	551	313	236	89	357
Total	$4,569	$4,558	$4,322	$4,176	$3,874	$3,489	$3,032	$2,943	$2,796	$2,738
Additional Paid In Capital	7,092	7,301	6,487	6,503	6,496	6,259	6,095	6,503	6,144	5,515
Retained Earnings	9,645	9,504	15,666	17,318	17,244	15,699	16,497	17,042	16,892	15,413
Less: Treasury Stock	53	14	14	11	9	5	8	20	80	4
Net Shareholders' Equity	**$21,253**	**$21,349**	**$26,461**	**$27,986**	**$27,605**	**$25,442**	**$25,616**	**$26,467**	**$25,753**	**$23,662**
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	**$48,450**	**$47,767**	**$55,414**	**$58,043**	**$58,163**	**$55,942**	**$55,581**	**$57,669**	**$58,657**	**$57,387**

STATEMENT OF CASH FLOWS

	(Millions of Dollars)	Year Ended December 31 1989	1990
Cash Generated From Continuing Operations	Income (Loss) from Continuing Operations	$2,009	$1,961
	Adjustments to Reconcile Earnings to Cash Generated		
	Loss (Gain) on Sale or Disposal of Tangible Property and Investment	(555)	(390)
	Depreciation and Amortization Expenses	2,230	2,311
	Increase (Decrease) in Provision for Deferred Income Taxes	445	450
	Net Increase (Decrease) in Undistributed Earnings (Losses) of Affiliates	(127)	(85)
	(Increase) Decrease in Accounts Receivable	809	297
	(Increase) Decrease in Materials and Supplies and Other Current Assets	11	(20)
	Increase (Decrease) in Current Liabilities Other than Debt	341	(54)
	Net Increase (Decrease) in Other-net	(186)	(183)
	Cash Generated from Continuing Operations	4,977	4,289
	Add (Subtract) Cash Generated (Paid) by Reason of Discontinued Operations and Extraordinary Items	--	4
	Net Cash Generated from Operations	**$4,977**	**$4,293**
Investment Activities	Proceeds from Sale of Property	$1,014	$1,004
	Capital Expenditures <1>	(3,801)	(3,317)
	Net Change in Temporary Cash Investment not Qualifying as Cash Equivalents	404 r	130
	Proceeds from Sale/Repayment of Investment and Advances	367	812
	Purchase Price of Long-Term Investment and Advances	(922)	(511)
	Net Decrease (increase) in Sinking and Other Special Funds	(3)	(14)
	Other	(56) r	(347)
	Cash Used for Investment Activities	**($2,997)**	**($2,244)**
Financing Activities	Proceeds from Issuance of Long-Term Debt	$2,420	$1,411
	Principal Payments of Long-Term Debt	(2,218)	(1,512)
	Proceeds from Issuance of Capital Stock	0	0
	Purchase Price of Acquiring Treasury Stock	(63)	(1,296)
	Cash Dividends Paid	(1,534)	(1,277)
	Other	(872)	691
	Cash Generated from (Used for) Financing Activities	**($2,267)**	**($1,982)**
Cash and Cash Equivalents	Increase (Decrease) in Cash and Cash Equivalents	($287)	$ 67
	Cash and Cash Equivalents at Beginning of the Year	1,071	725
	Cash and Cash Equivalents at End of the Year	**$784**	**$792**

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<1> The capital expenditures figures shown above are based on cash payments in the year indicated. Capital expenditure figures shown elsewhere in this publication are based on the amounts accrued during the year.

SUMMARY OF NET RAILWAY OPERATING INCOME

(Millions of Dollars)

	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Net Revenue from Operations	$2,312	$1,013	$2,623	$3,653	$2,361	$1,308	$2,744	$3,123	$2,918	$3,718
Less:										
Income Taxes (Current & Deferred)	982	340	851	1,185	660	163	1,051	1,162	1040	1088
Special Charge Adjustment <1>						659				
Income from Lease of Road & Equipment	6	3	4	2	2	2	2	14	14	13
Plus:										
Rent for Leased Roads & Equipment	37	73	70	70	46	24	65	32	30	31
NET RAILWAY OPERATING INCOME	**$1,361**	**$742**	**$1,838**	**$2,537**	**$1,746**	**$507**	**$1,756**	**$1,980**	**$1,894**	**$2,648**

<1> Includes special charges reclassified by the ICC for NROI and Revenue Adequacy reporting.

Note: See note on page 68.

DISTRIBUTION OF RAILWAY EXPENSES

(Millions of Dollars)

CATEGORY	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Labor (Salaries and Wages)	$11,094	$10,417	$9,387	$9,895	$9,372	$8,675	$8,429	$8,413	$8,607	$8,069
Health & Welfare, Pensions	1,050	1,058	992	1,105	779	769	797	914	1,033	1,044
Payroll Taxes	1,889	1,953	1,795	2,054	2,122	2,183	2,097	2,189	2,174	2,177
Other Taxes	516	276	324	620	682	871	1,086	1,048	981	1,162
Fuel	3,765	3,019	2,595	2,780	2,445	1,486	1,663	1,564	1,796	2,170
Other Materials & Supplies & Misc.	6,003	5,270	3,883	4,275	4,589	5,575	4,557	4,939	4,744	4,201
Loss & Damage, Injuries & Insurance	914	855	757	843	921	1,024	1,245	1,256	1,403	1,246
Depreciation	1,219	1,244	1,833	1,897	2,192	3,032	2,249	2,208	2,225	2,295
Hire of Equip. & Joint Facility Net Rent	2,151	2,270	2,431	2,518	2,373	2,409	2,370	2,790	2,512	2,916
Provision for Deferred Taxes	937	399	895	930	365	(327)	370	634	587	440
TOTAL EXPENSES AND TAXES	**$29,538**	**$26,761**	**$24,892**	**$26,917**	**$25,840**	**$25,697**	**$24,867**	**$25,955**	**$26,062**	**$25,722**

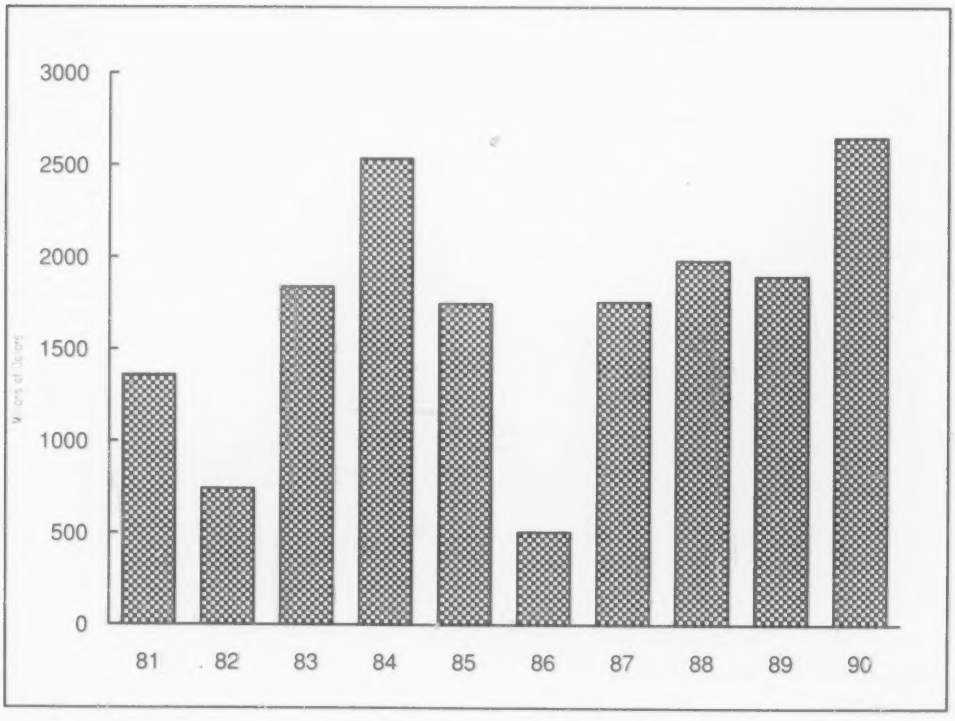
PERCENT DISTRIBUTION

CATEGORY	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Labor (Salaries and Wages)	37.6 %	38.9 %	37.7 %	36.8 %	36.3 %	33.8 %	33.9 %	32.4 %	33.0 %	31.4 %
Health & Welfare, Pensions	3.6	4.0	4.0	4.1	3.0	3.0	3.2	3.5	4.0	4.1
Payroll Taxes	6.4	7.3	7.2	7.6	8.2	8.5	8.4	8.4	8.3	8.5
Other Taxes	1.7	1.0	1.3	2.3	2.6	3.4	4.4	4.1	3.8	4.5
Fuel	12.7	11.3	10.4	10.3	9.5	5.8	6.7	6.0	6.9	8.4
Other Materials & Supplies & Misc.	20.3	19.7	15.6	15.9	17.8	21.7	18.3	19.0	18.2	16.3
Loss & Damage, Injuries & Insurance	3.1	3.2	3.0	3.1	3.6	4.0	5.0	4.8	5.4	4.8
Depreciation	4.1	4.6	7.4	7.0	8.5	11.8	9.0	8.5	8.5	8.9
Hire of Equip. & Joint Facility Net Rent	7.3	8.5	9.8	9.4	9.2	9.4	9.5	10.8	9.6	11.3
Provision for Deferred Taxes	3.2	1.5	3.6	3.5	1.4	-1.3	1.5	2.5	2.3	1.7
TOTAL EXPENSES AND TAXES	**100.0 %**	**100.0 %**	**100.0 %**	**100.0 %**	**100.0 %**	**100.0 %**	**100.0 %**	**100.0 %**	**100.0**	**100.0 %**

Note: See note on page 68.

NET RAILWAY OPERATING INCOME

Year	NROI (thousands $)
1981	$1,360,611
1982	742,231
1983	1,837,854
1984	2,536,673
1985	1,746,386
1986	506,591
1987	1,756,460
1988	1,979,719
1989	1,894,315
1990	2,648,258



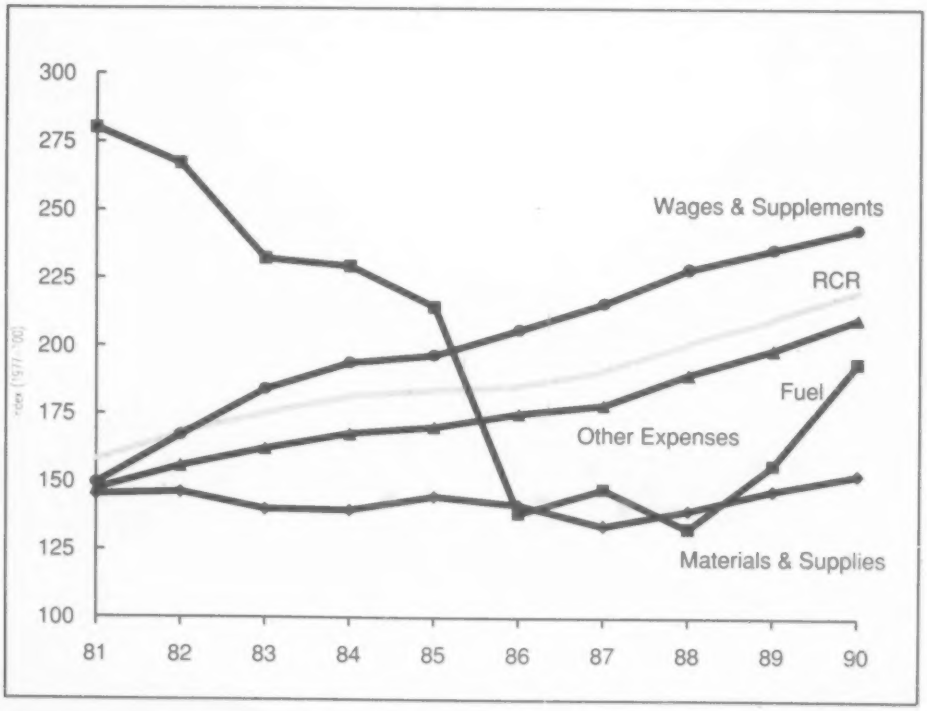
RAILROAD INFLATION INDEXES

(Index 1977=100)

Year	Railroad Cost Recovery Index	Wages and Supplements	Materials and Supplies	Fuel	Other Expenses
1981	157.7	149.4	145.2	280.2	147.2
1982	168.3	167.0	146.3	267.1	155.7
1983	175.5	184.2	140.0	232.2	162.4
1984	181.7	193.9	139.6	229.4	167.9
1985	183.9	196.7	144.6	214.5	170.2
1986	185.3	206.1	141.6	138.4	175.2
1987	191.2	215.7	133.9	147.4	178.4
1988	201.3	228.3	139.7	133.0	189.8
1989	210.1	235.6	147.1	156.4	198.9
1990	220.6	242.9	152.7	193.8	210.2

Note: Other expenses includes equipment rents, purchased services, depreciation, interest, taxes (other than income and payroll), and all other operating expenses.

Source: AAR - "AAR Railroad Cost Indexes"

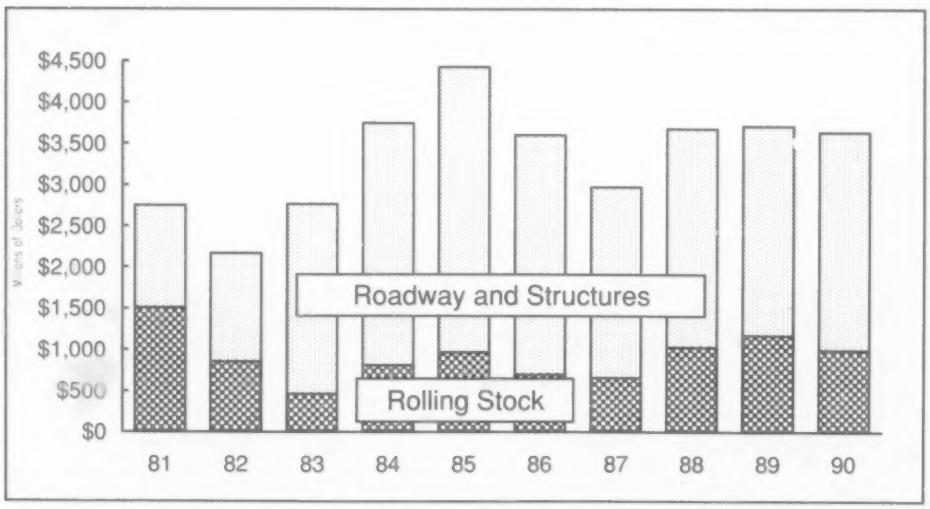


CAPITAL EXPENDITURES FOR ROADWAY AND EQUIPMENT

(Millions of Dollars)

Year	Capital Expenditures For Roadway & Equipment	Rolling Stock	Percent of Total	Roadway and Structures	Percent of Total
1981	$2,750	$1,502	54.6 %	$1,248	45.4 %
1982	2,166	848	39.2	1,318	60.8
1983	2,761	455	16.5	2,306	83.5
1984	3,744	806	21.5	2,938	78.5
1985	4,423	965	21.8	3,458	78.2
1986	3,601	693	19.2	2,908	80.8
1987	2,971	657	22.1	2,314	77.9
1988	3,681	1,027	27.9	2,654	72.1
1989	3,709	1,171	31.6	2,538	68.4
1990	3,640	996	27.4	2,644	72.6

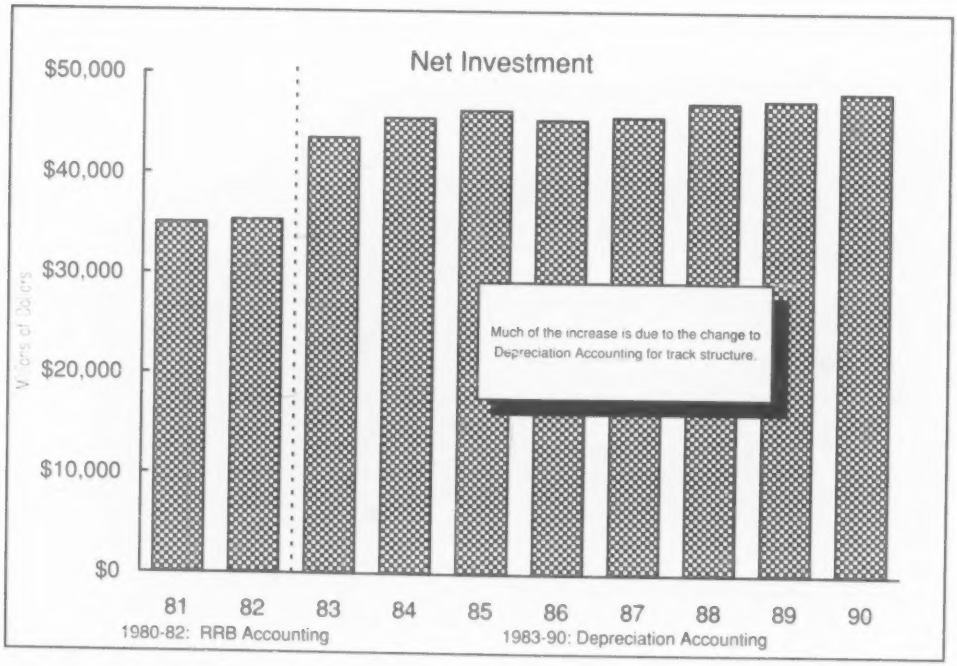
Note: Rolling stock includes cars, locomotives and cabooses. Roadway includes terminals, track, bridges and structures, classification yards and port terminals. The substantial increase in capital expenditures for Roadway and Structures since 1983 is attributable in part to the change to Depreciation Accounting.



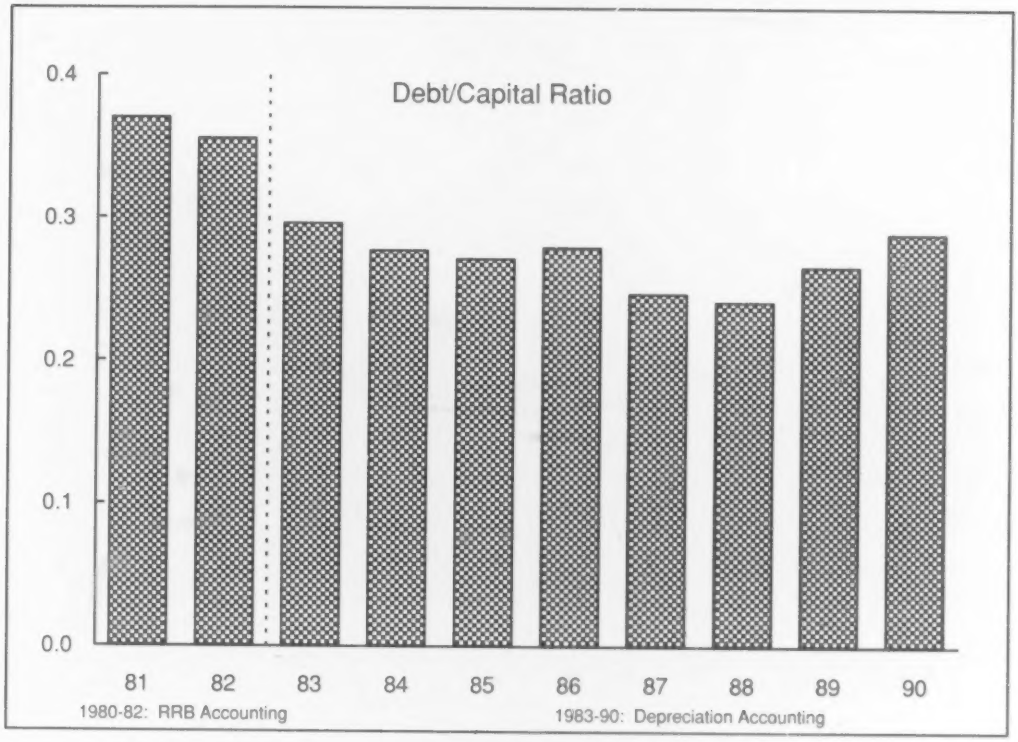
PROPERTY INVESTMENT

(Millions of Dollars)

At Year End	Investment Property Used In Railroad Service	Working Capital Allowed	Gross Investment	Accumulated Depreciation and Amortization	Net Investment
1981	$44,175	$2,444	$46,619	$11,622	$34,997
1982	45,140	2,172	47,311	12,051	35,261
1983	61,066	1,897	62,964	19,480	43,483
1984	63,306	2,228	65,534	20,098	45,435
1985	64,074	1,919	65,993	19,756	46,237
1986	64,602	1,681	66,284	20,940	45,344
1987	65,121	1,639	66,760	21,070	45,690
1988	66,895	1,655	68,550	21,497	47,053
1989	67,485	1,366	68,851	21,480	47,370
1990	69,015	1,333	70,348	22,222	48,126



DEBT/CAPITAL RATIO



(Millions of Dollars)

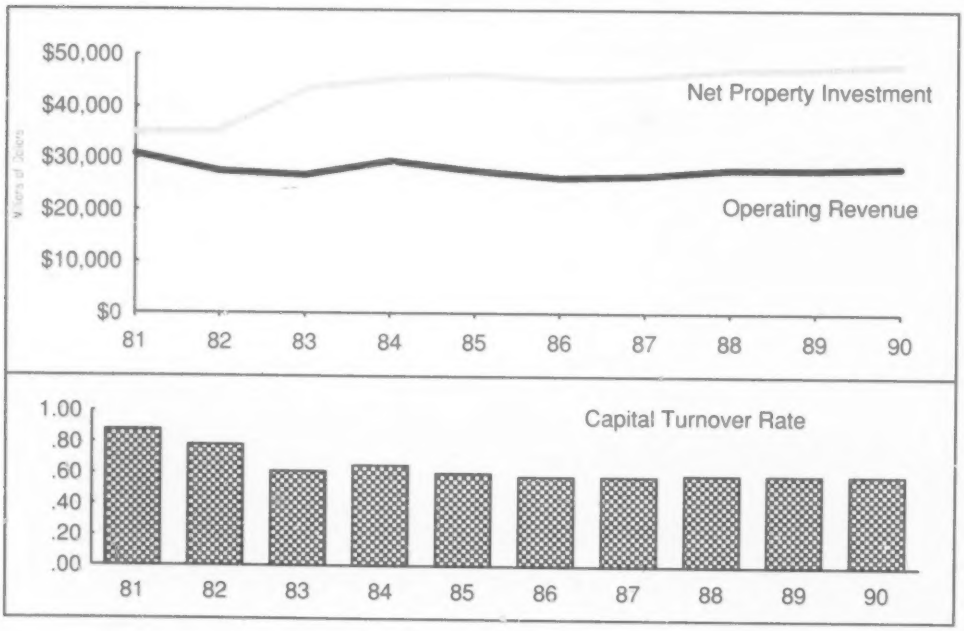
Dec. 31	Long-Term Debt	Total Capital	Debt/ Capital Ratio
1981	$12,479	$33,732	0.370
1982	11,729	33,078	0.355
1983	11,132	37,594	0.296
1984	10,719	38,705	0.277
1985	10,267	37,873	0.271
1986	9,838	35,280	0.279
1987	8,387	34,003	0.247
1988	8,381	34,848	0.241
1989	9,355	35,108	0.266
1990	9,612	33,274	0.289

INVESTMENT TURNOVER

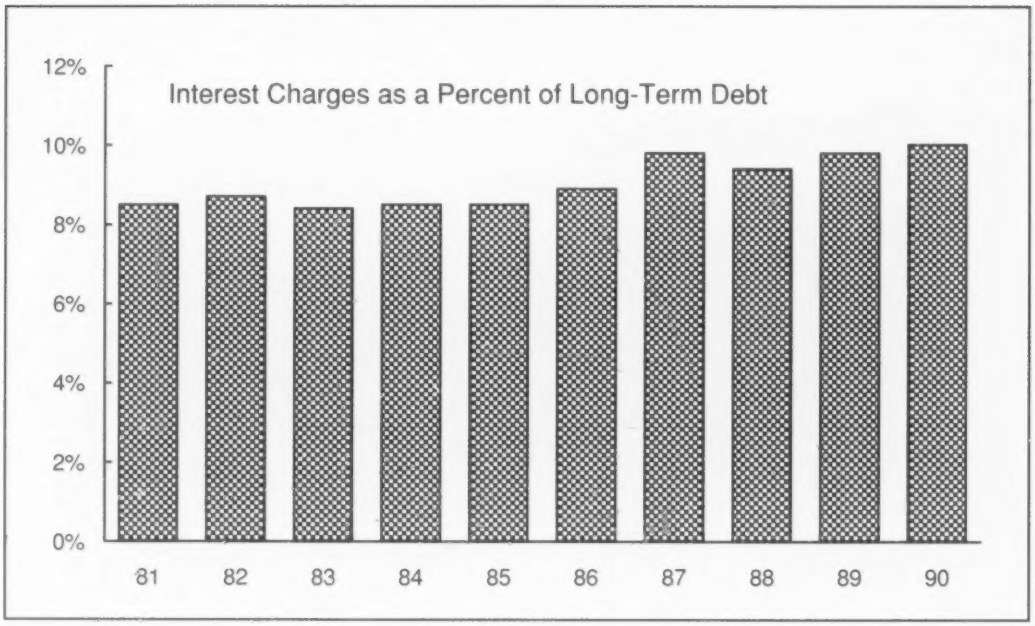
(Millions of Dollars)

Year	Operating Revenues	Net Property Investment	Capital Turnover Rate
1981	$30,899	$34,997	.88
1982	27,504	35,261	.78
1983	26,729	43,483	.61
1984	29,453	45,435	.65
1985	27,586	46,237	.60
1986	26,204	45,344	.58
1987	26,622	45,690	.58
1988	27,934	47,053	.59
1989	27,956	47,370	.59
1990	28,370	48,126	.59

Note: The increase in net property investment in 1983 is attributable in large part to the change to Depreciation Accounting for track structures. Net property investment includes an allowance for working capital.



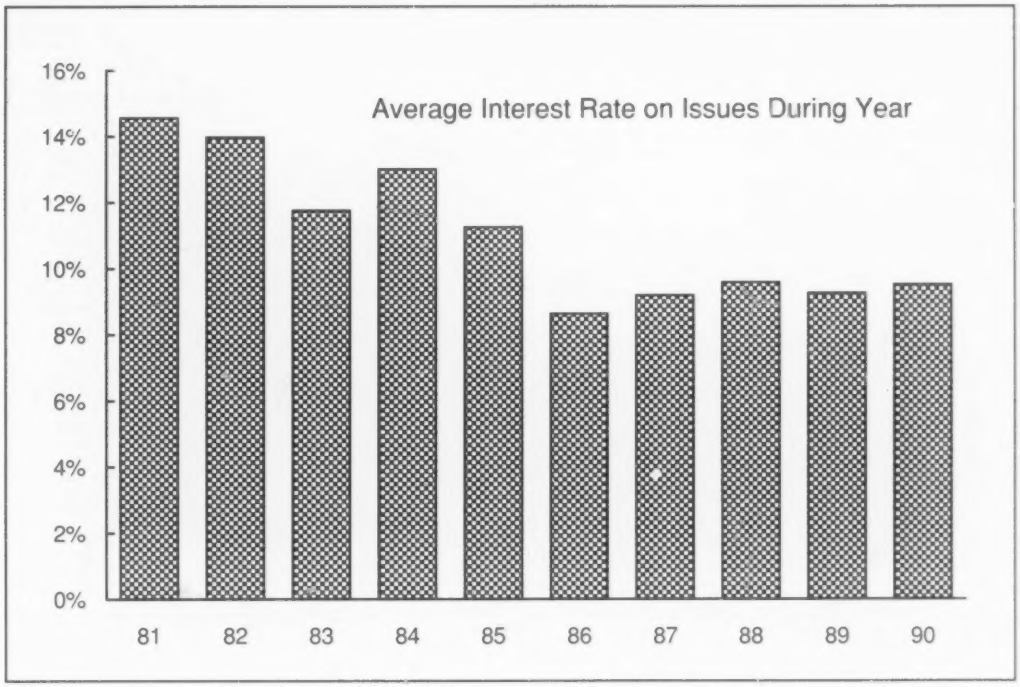
LONG-TERM DEBT AND INTEREST CHARGES



(Millions of Dollars)

Year	Long-Term Debt Due After One Year	Interest Charges On Funded Debt	Interest Charges As A Percent of Long-Term Debt
1981	$12,479	$1,057	8.5 %
1982	11,729	1,019	8.7
1983	11,133	939	8.4
1984	10,718	916	8.5
1985	10,267	877	8.5
1986	9,838	875	8.9
1987	8,387	819	9.8
1988	8,381	791	9.4
1989	9,355	920	9.8
1990	9,612	964	10.0

EQUIPMENT OBLIGATIONS



(Millions of Dollars)

Year	Issued During Year	Outstanding At End of Year	Average Interest Rate on Issues During Year
1981	$705	$6,204	14.56 %
1982	252	5,741	13.96
1983	237	5,131	11.75
1984	221	4,691	12.99
1985	570	4,353	11.24
1986	161	3,927	8.63
1987	140	3,454	9.18
1988	156	3,177	9.57
1989	330	2,997	9.25
1990	96	2,839	9.50

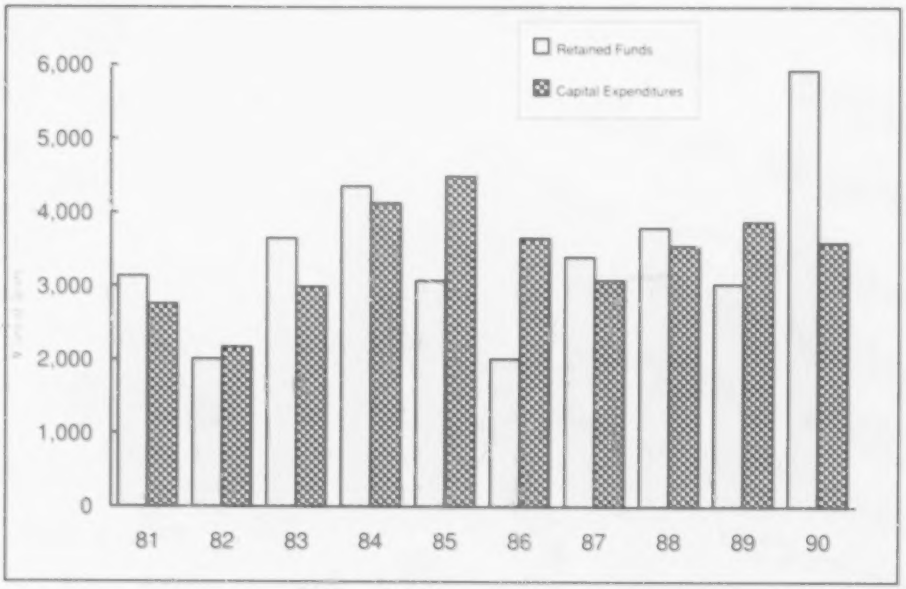
Note: Average interest rates are based on "Analytical Record of Yields and Yield Spreads," Salomon Brothers, Inc.

RETAINED FUNDS AND CAPITAL EXPENDITURES

(Millions of Dollars)

Year	Retained Funds	Capital Expenditures
1981	$3,137	$2,751
1982	2,003	2,168
1983	3,645	2,985
1984	4,350	4,121
1985	3,067	4,485
1986	2,005	3,645
1987	3,388	3,076
1988	3,784	3,546
1989	3,022	3,865
1990	5,915	3,591

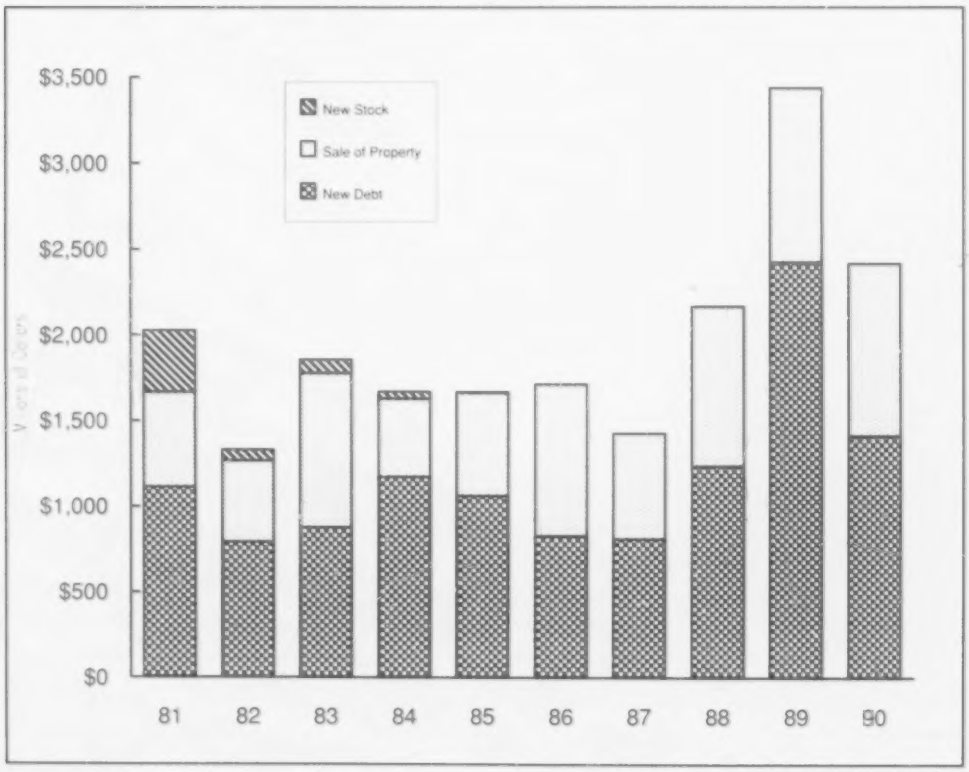
Note: Retained funds represents income before extraordinary charges, plus deferred taxes and depreciation, less cash dividends and equity in undistributed earnings of affiliated companies.



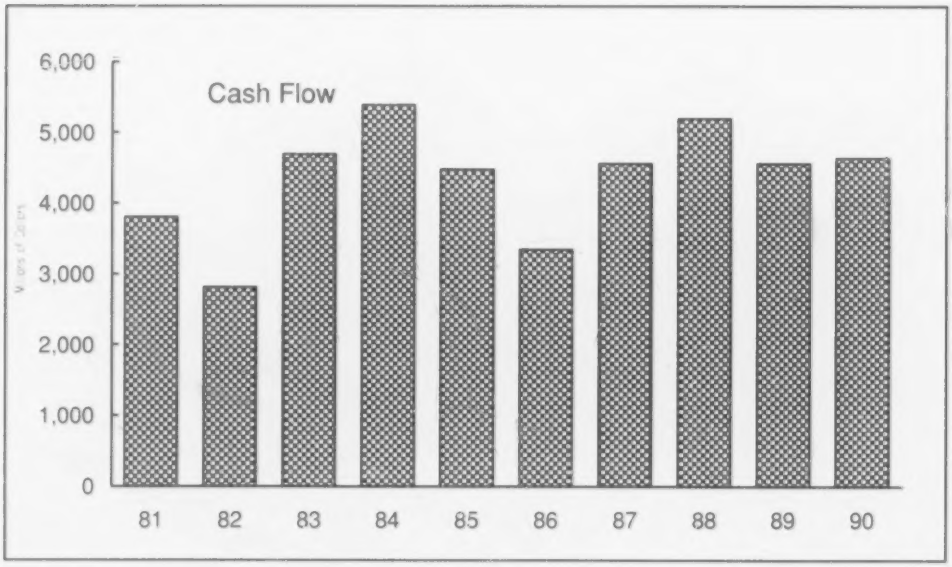
EXTERNAL SOURCES OF FUNDS

(Millions of Dollars)

Year	New Debt	Sale of Property	New Stock	Total
1981	$1,114	$ 553	$360	$2,027
1982	792	477	63	1,332
1983	876	902	79	1,857
1984	1,173	456	41	1,670
1985	1,064	601	1	1,666
1986	829	885	0	1,714
1987	811	616	0	1,427
1988	1,236	928	0	2,164
1989	2,420	1,014	0	3,444
1990	1,411	1,004	0	2,415



CASH FLOW



(Millions of Dollars)

Year	Net Income <1>	Depreciation and Amortization	Deferred Taxes <2>	Net Decr. (Incr.) in Subsidiary's Undistributed Income	Cash Flow <3>
1981	2,041	1,213	926	(380)	3,800
1982	1,152	1,231	419	8	2,810
1983	1,778	1,866	1,011	36	4,691
1984	2,702	1,882	926	(122)	5,388
1985	1,788	2,193	423	69	4,473
1986	747	2,919	(316)	(6)	3,344
1987	1,965	2,252	414	(69)	4,562
1988	2,275	2,200	803	(86)	5,192
1989	2,009	2,230	445	(127)	4,557
1990	1,961	2,311	450	(85)	4,638

<1> Represents net income from continuing operations.

<2> Represents net change in deferred tax liabilities.

<3> Sum of net income from continuing operations, depreciation and amortization, deferred taxes, and net decrease (increase) in subsidiaries' undistributed income.

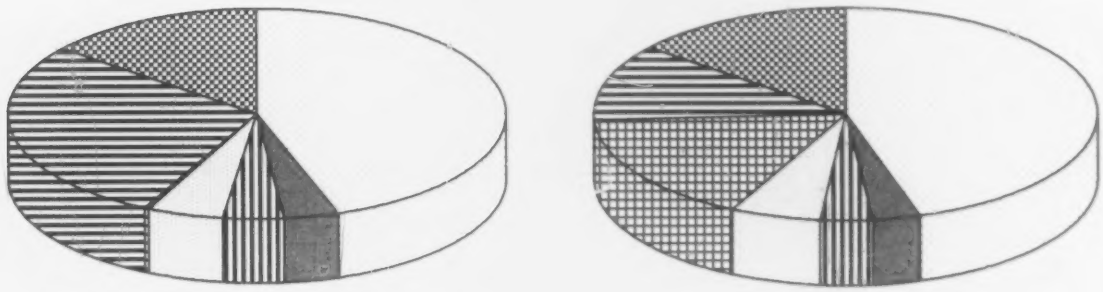
RAILROAD TAXES

(Thousands of Dollars)

Year	Payroll Taxes: Railroad Retirement	Payroll Taxes: Supplemental Annuity	Payroll Taxes: Hospital Insurance	Payroll Taxes: Unemployment Insurance	Federal Taxes: Income	Federal Taxes: Other	Deferred Taxes	State, Local & Foreign Taxes	Total
1981	$1,471,158	$126,066	$124,444	$167,124	($4,505)	$2,323	$936,578	$456,990	$3,280,178
1982	1,549,642	128,852	128,054	146,150	(49,567)	1,394	399,188	324,406	2,628,119
1983	1,425,078	123,098	122,945	123,457	(51,805)	909	894,813	375,113	3,013,608
1984	1,600,941	136,595	132,076	184,528	200,693	290	930,284	419,446	3,604,853
1985	1,687,468	123,594	134,510	176,286	259,507	76	365,060	422,102	3,168,603
1986	1,725,471	124,274	135,846	197,017	442,426	753	(326,542)	428,380	2,727,625
1987	1,625,436	123,963	134,684	212,591	594,991	2,255	369,871	488,933	3,552,724
1988	1,705,547	135,354	127,576	220,561	489,548	4,033	633,789	554,737	3,871,145
1989	1,702,379	128,397	122,647	220,771	471,698	3,380	586,901	506,060	3,742,233
1990	1,714,003	119,561	121,558	222,289	630,670	5,856	440,407	525,965	3,780,309

Note: See note on page 68.

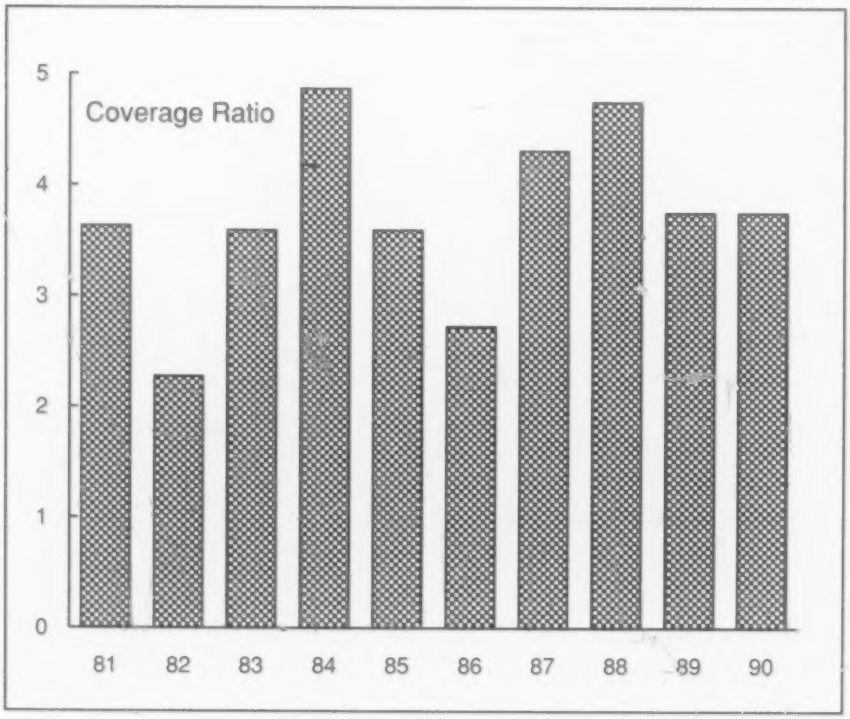
Composition of Railroad Taxes: 1981 vs. 1990



COVERAGE RATIO

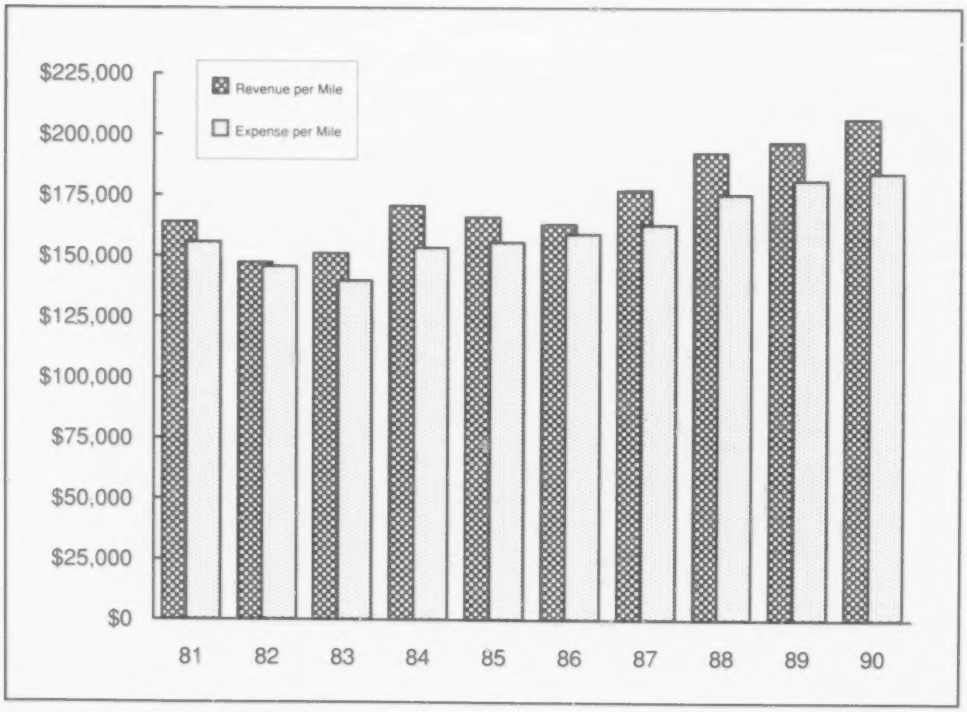
(Millions of Dollars)

Year	Income Before Fixed Charges And Federal Income Taxes	Fixed and Contingent Interest Charges	Coverage Ratio of Interest Charges (times)
1981	$4,147	$1,141	3.63
1982	2,465	1,086	2.27
1983	3,608	1,005	3.59
1984	4,893	1,007	4.86
1985	3,393	945	3.59
1986	2,480	913	2.72
1987	3,932	915	4.30
1988	4,460	941	4.74
1989	4,162	1,112	3.74
1990	4,627	1,236	3.74



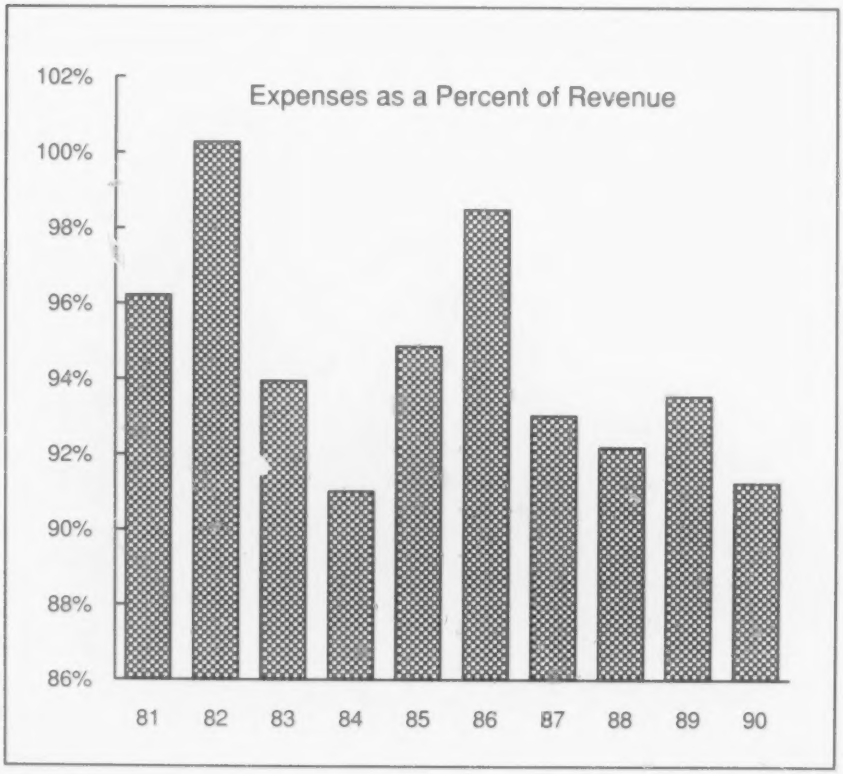
REVENUES AND EXPENSES PER MILE OF ROAD OPERATED

Year	Freight Revenue Per Mile of Road Operated	Freight Expense Per Mile of Road Operated
1981	$163,915	$155,706
1982	147,255	145,720
1983	151,140	139,966
1984	170,683	153,610
1985	166,033	155,875
1986	162,996	159,062
1987	177,153	162,831
1988	192,456	175,395
1989	196,785	181,172
1990	206,252	184,043



EXPENSES AS A PERCENT OF REVENUE

Year	Total	Transportation		Maintenance of	
		Train	Yard	Roadway	Equipment
1981	96.21 %	28.25 %	9.99 %	17.92 %	22.22 %
1982	100.26	28.30	10.10	18.94	23.32
1983	93.95	26.76	9.66	15.37	22.71
1984	91.02	26.70	9.38	14.43	22.32
1985	94.87	26.99	9.47	15.71	23.02
1986	98.49	23.91	9.05	18.24	25.08
1987	93.03	24.82	8.64	16.30	22.79
1988	92.19	25.19	8.07	15.74	21.87
1989	93.54	26.16	7.95	15.85	22.10
1990	91.25	26.46	7.62	15.08	22.38

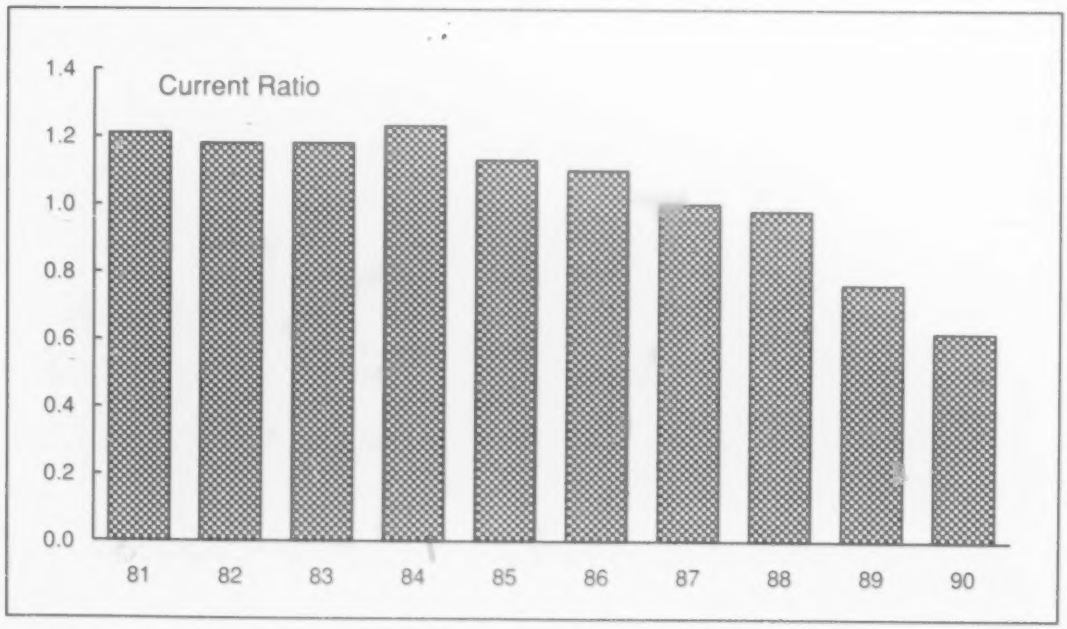


WORKING CAPITAL AND CURRENT RATIO

(Millions of Dollars)

Year	Current Assets	Current Liabilities	Net Working Capital	Current Ratio
1981	$9,665	$7,973	$1,692	1.21
1982	8,813	7,442	1,372	1.18
1983	8,804	7,479	1,325	1.18
1984	9,821	7,977	1,844	1.23
1985	9,350	8,267	1,084	1.13
1986	9,132	8,390	743	1.10
1987	8,216	8,182	34	1.00
1988	8,403	8,593	(190)	0.98
1989	6,735	8,854	(2,119)	0.76
1990	5,699	9,204	(3,505)	0.62

Note: Current ratio - total current assets divided by total current liabilities.



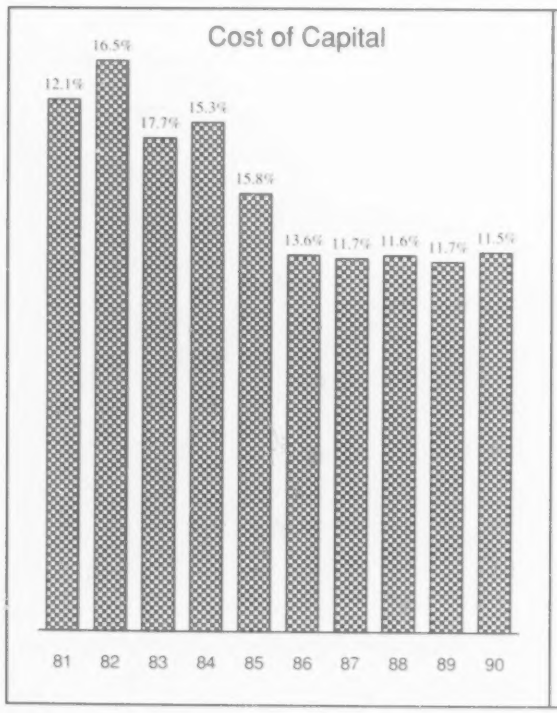
COST OF DEBT AND EQUITY CAPITAL

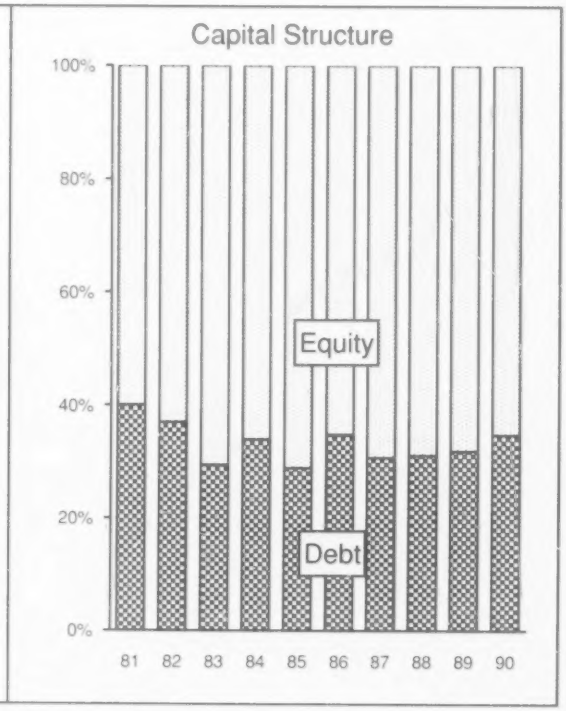
Year	Debt <1>	Equity <2>	Total	Capital Structure Debt	Capital Structure Equity
1981	13.7 %	18.3 %	16.5 %	40.0 %	60.0 %
1982	14.0	19.8	17.7	37.0	63.0
1983	11.7	16.8	15.3	29.4	70.6
1984	12.8	17.3	15.8	33.9	66.1
1985	11.1	14.6	13.6	28.8	71.2
1986	8.9	13.3	11.7	34.8	65.2
1987	9.3	12.6	11.6	30.6	69.4
1988	9.7	12.6	11.7	31.0	69.0
1989	9.7	12.4	11.5	31.8	68.2
1990	9.8	12.9	11.8	34.7	65.3

<1> Based on current cost of debt.

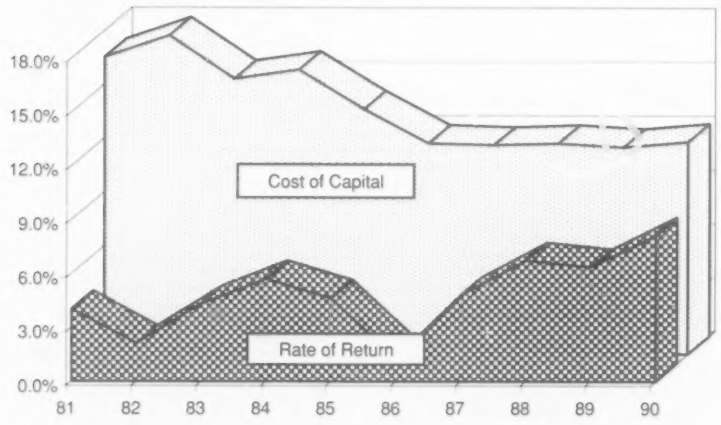
<2> 1985-1990 is a weighted average of common and preferred equity.

Source: ICC Ex Parte decisions





RATE OF RETURN ON NET INVESTMENT AND COST OF CAPITAL



(Millions of Dollars)

Year	Net Railway Operating Income	Average Net Investment	Rate of Return on Net Investment	ICC Cost of Capital
1981	$1,361	$34,201	4.0 %	16.5 %
1982	742	35,129	2.1	17.7
1983	1,838	42,851	4.3	15.3
1984	2,537	44,459	5.7	15.8
1985	1,728	37,714	4.6	13.6
1986	486	37,366	1.3	11.7
1987	1,744	36,737	4.8	11.6
1988	2,504	37,231	6.7	11.7
1989	2,421	37,270	6.3 *r*	11.5
1990	3,060	37,751	8.1	11.8

r - revised

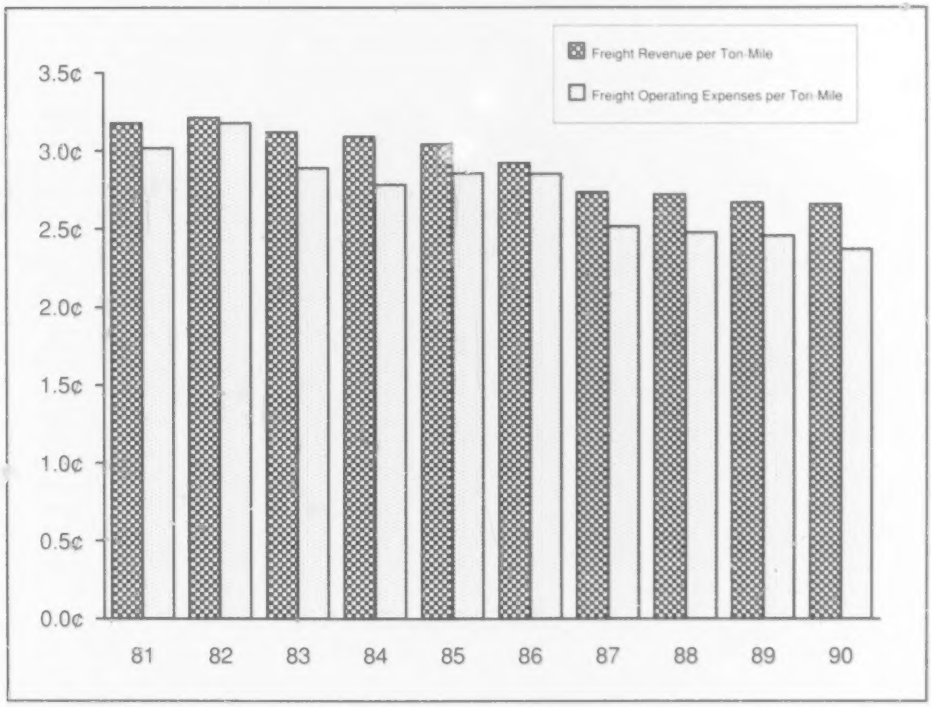
Note: Data for 1981-1982 are calculated on the basis of the Retirement, Replacement, Betterment accounting system; succeeding years are on a Depreciation Accounting basis. NROI and rate of return for 1985 through 1990 are based on the ICC's decisions in Revenue Adequacy proceedings. The figures shown above for Net Railway Operating Income and Average Net Investment differ from similar figures found elsewhere in this publication. See page 68 for a complete explanation.

See note on page 68.

Source: ICC Ex Parte Decisions

REVENUE MARGIN

Year	Freight Revenue per Ton-Mile (cents)	Freight Operating Expenses per Ton-Mile (cents)	Freight Revenue Margin per Ton-Mile (cents)
1981	3.178 ¢	3.019 ¢	0.159 ¢
1982	3.212	3.179	0.033
1983	3.119	2.889	0.230
1984	3.090	2.781	0.309
1985	3.043	2.857	0.186
1986	2.921	2.850	0.071
1987	2.733	2.516	0.217
1988	2.720	2.478	0.242
1989	2.669	2.457	0.212
1990	2.657	2.372	0.285

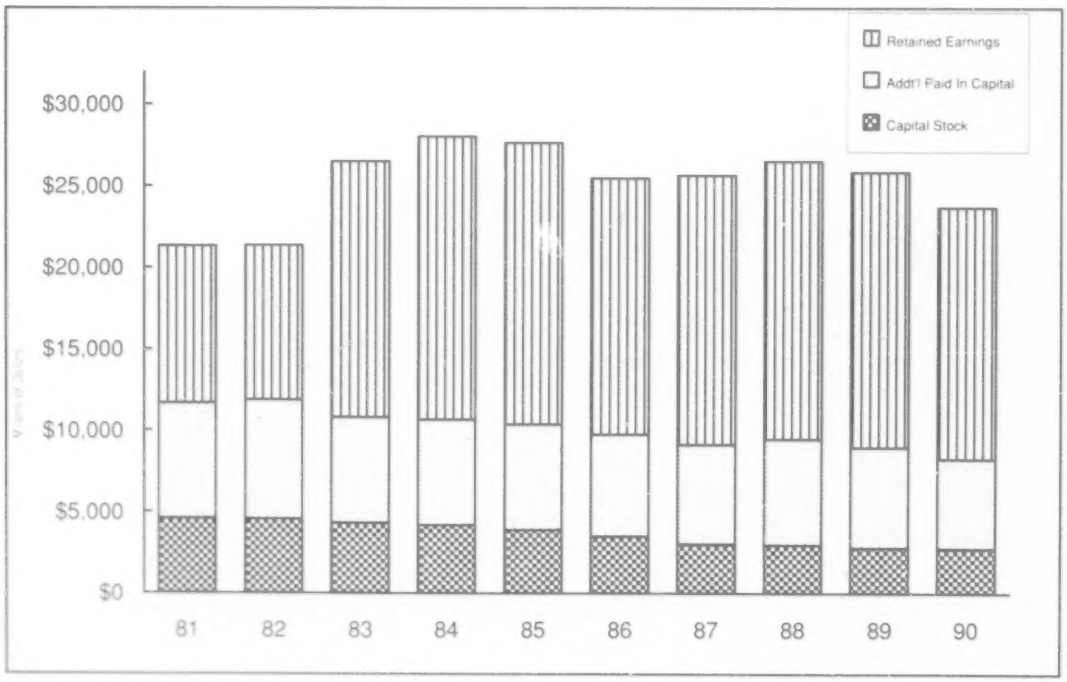


SHAREHOLDERS' EQUITY

(Millions of Dollars)

Year	Total	Capital Stock	Additional Paid In Capital	Retained Earnings
1981	$21,253	$4,569	$7,092	$9,645
1982	21,349	4,558	7,301	9,504
1983	26,461	4,322	6,487	15,666
1984	27,986	4,176	6,503	17,318
1985	27,605	3,874	6,496	17,244
1986	25,442	3,489	6,259	15,699
1987	25,616	3,032	6,095	16,497
1988	26,467	2,943	6,503	17,042
1989	25,753	2,796	6,144	16,892
1990	23,663	2,738	5,515	15,413

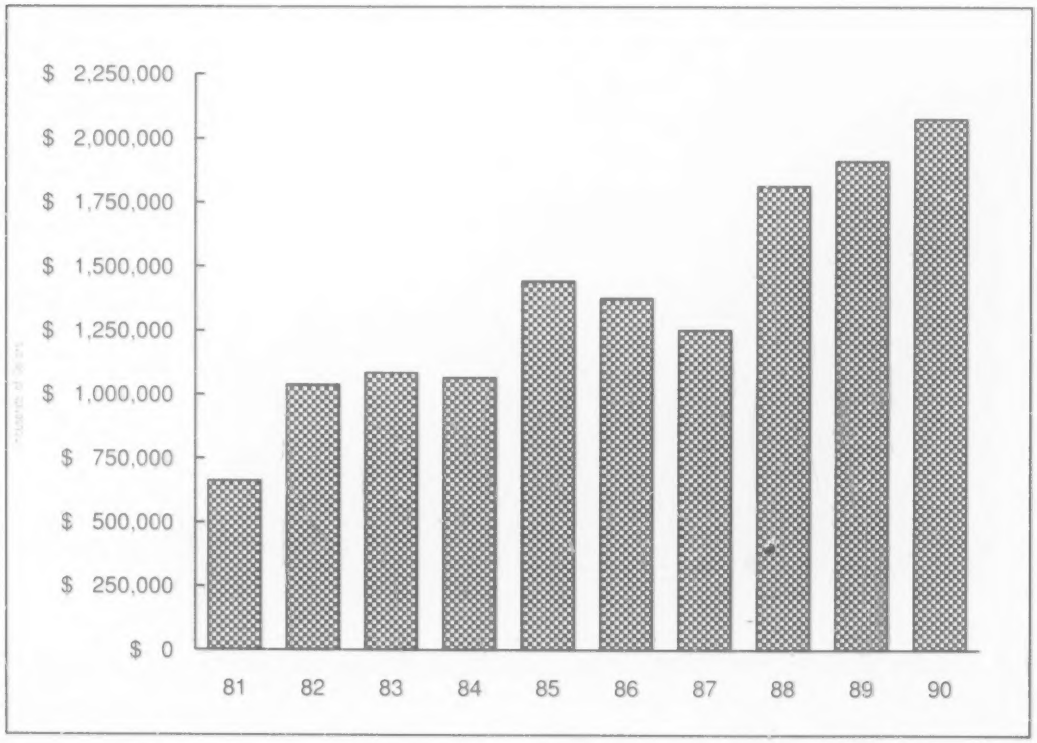
Note: The majority of the increase in retained earnings in 1983 was attributable to the change to Depreciation Accounting for track structure. The total column does not include treasury stock.



DIVIDEND APPROPRIATIONS

(Thousands of Dollars)

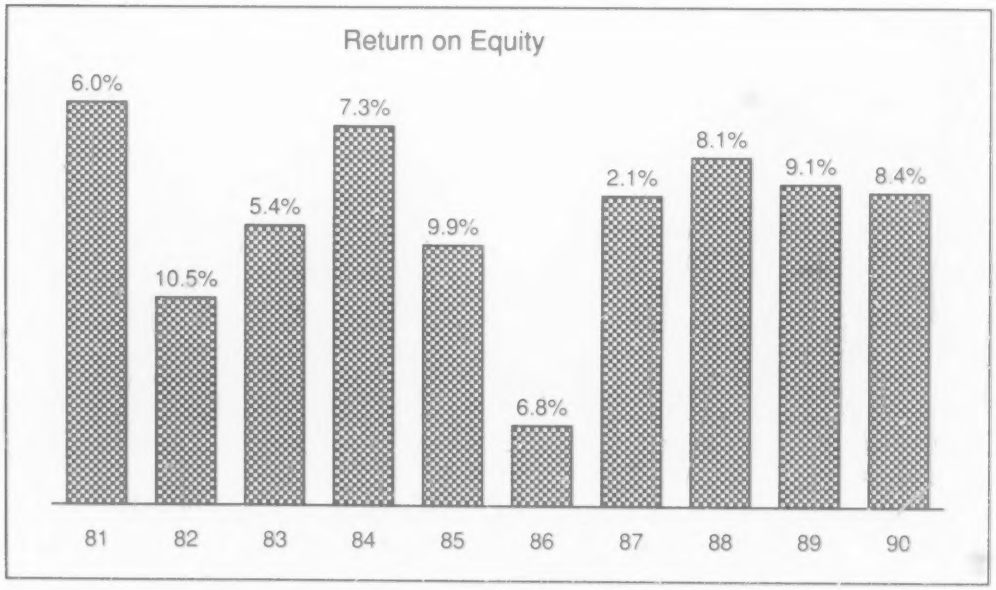
Year	Dividends (Cash and Non-Cash) Common Stock	Preferred Stock	Total
1981	$ 627,800	$34,640	$ 662,440
1982	1,008,899	29,515	1,038,414
1983	1,059,942	24,566	1,084,508
1984	1,041,182	24,483	1,065,665
1985	1,421,996	21,642	1,443,638
1986	1,363,782	12,154	1,375,936
1987	1,241,766	10,361	1,252,127
1988	1,806,475	7,085	1,813,560
1989	1,907,391	2,828	1,910,219
1990	2,056,677	17,542	2,074,219



RETURN ON SHAREHOLDERS' EQUITY

(Millions of Dollars)

Year	Net Income	Average Shareholders' Equity	Return on Equity
1981	$2,141	$20,320	10.5 %
1982	1,152	21,200	5.4
1983	1,797	24,775	7.3
1984	2,701	27,172	9.9
1985	1,882	27,528	6.8
1986	544	25,969	2.1
1987	2,055	25,529	8.1
1988	2,382	26,156	9.1
1989	2,203	26,110	8.4
1990	1,977	24,171	8.2

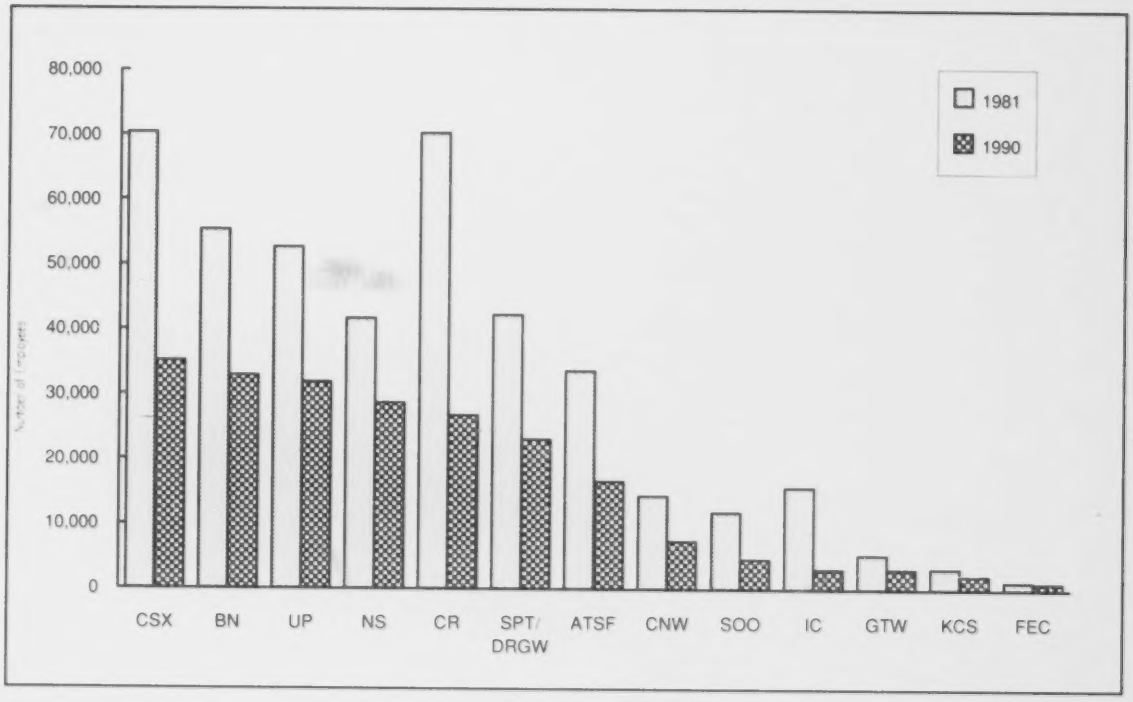


LABOR

NOTES

- Labor as a percent of operating expenses, as shown on page 101, differs from that shown on page 72 for several reasons. The total expenses used for the calculation on page 72 are total operating expenses, including income taxes, while those used for page 101 are freight operating expenses, excluding income taxes. Furthermore, labor expenses on page 72 is wages only, while on page 101 labor compensation includes both wages and benefits.

AVERAGE NUMBER OF EMPLOYEES



Railroad System	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
CSX Transportation	70,333	64,350	57,180	55,806	52,011	47,803	41,681	38,872	37,091	35,157
Burlington Northern RR Company	55,347	46,015	40,911	39,793	38,294	35,110	32,809	32,402	32,896	32,905
Union Pacific RR Company	52,658	45,355	42,822	43,048	40,416	35,396	33,366	33,969	32,658	31,850
Norfolk Southern Corporation	41,704	39,023	35,211	37,273	36,415	34,857	32,563	30,330	29,667	28,697
Consolidated Rail Corporation	70,264	57,704	39,820	39,044	36,331	33,768	31,428	30,487	29,394	26,753
Southern Pacific/DRGW Companies	42,213	37,002	33,768	34,401	32,105	31,658	27,110	25,285	24,158	23,053
Atchison, Topeka & Santa Fe Rwy. Co.	33,605	28,401	26,037	27,583	26,020	23,965	22,182	20,460	19,076	16,594
Chicago & North Western Transp. Co.	14,345	11,757	10,929	11,123	10,255	9,450	8,465	8,550	8,140	7,395
Soo Line Railroad Company	11,793	9,537	8,372	8,529	7,549	6,549	5,499	4,877	4,568	4,636
Illinois Central Railroad Company	15,670	13,675	10,414	9,871	9,215	6,778	4,728	3,942	3,350	3,132
Grand Trunk Western RR Corporation	5,302	4,879	4,389	4,257	4,233	4,059	3,569	3,390	3,301	3,120
Kansas City Southern Railway Compan	3,166	2,937	2,622	2,683	2,599	2,458	2,339	2,256	2,190	2,098
Florida East Coast Railway Company	1,195	1,105	1,024	1,050	1,047	1,032	1,046	1,060	1,059	1,034
TOTAL	417,595	361,740	313,499	314,461	296,490	272,883	246,785	235,880	227,548	216,424

Note: Consist of roads for all years includes only those Class I railroads and predecessor railroads which are included in 1990 Class I systems (i.e. a constant 1990 consist). Therefore, totals will not agree with total employees shown elsewhere in this publication, except for 1990.

EMPLOYMENT BY STATE: MARCH 1991

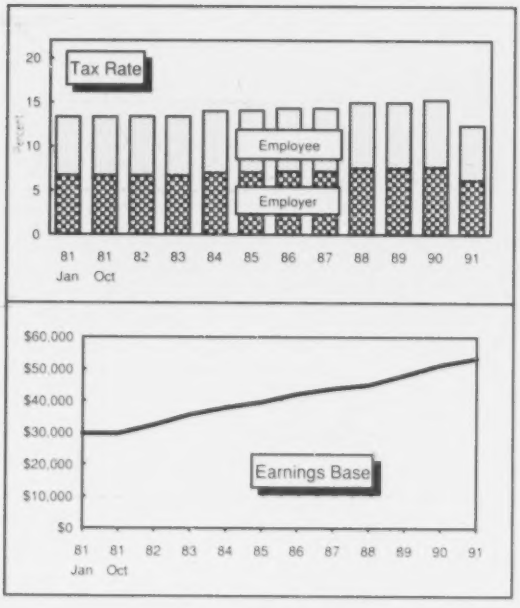
Class I Railroads

State	Employees	State	Employees
Alabama	4,269	Montana	2,561
Alaska	--	Nebraska	10,939
Arizona	1,944	Nevada	840
Arkansas	4,255	New Hampshire	7
California	15,035	New Jersey	2,011
Colorado	3,815	New Mexico	1,656
Connecticut	110	New York	3,171
Delaware	372	North Carolina	3,298
District of Columbia	25	North Dakota	1,897
Florida	6,522	Ohio	9,239
Georgia	8,153	Oklahoma	1,864
Hawaii	--	Oregon	3,196
Idaho	1,927	Pennsylvania	10,086
Illinois	14,283	Rhode Island	34
Indiana	5,174	South Carolina	2,805
Iowa	4,260	South Dakota	353
Kansas	7,131	Tennessee	5,105
Kentucky	5,758	Texas	14,711
Louisiana	3,361	Utah	2,328
Maine	1	Vermont	1
Maryland	2,877	Virginia	8,225
Massachusetts	413	Washington	4,857
Michigan	5,911	West Virginia	4,056
Minnesota	6,599	Wisconsin	2,672
Mississippi	1,443	Wyoming	2,893
Missouri	9,164		
		TOTAL U.S.	**211,607**

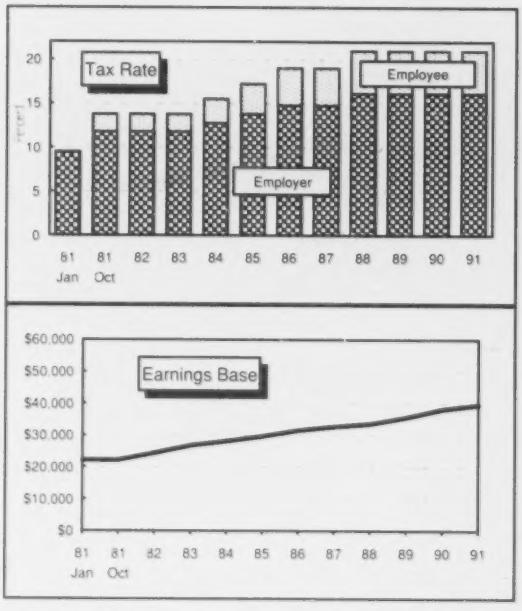
Source: Survey by Association of American Railroads.

RAILROAD RETIREMENT TAX RATES

TIER I



TIER II



The earnings base was calculated on a monthly basis prior to 1985. For this graph the monthly values were annualized by multiplying by twelve.

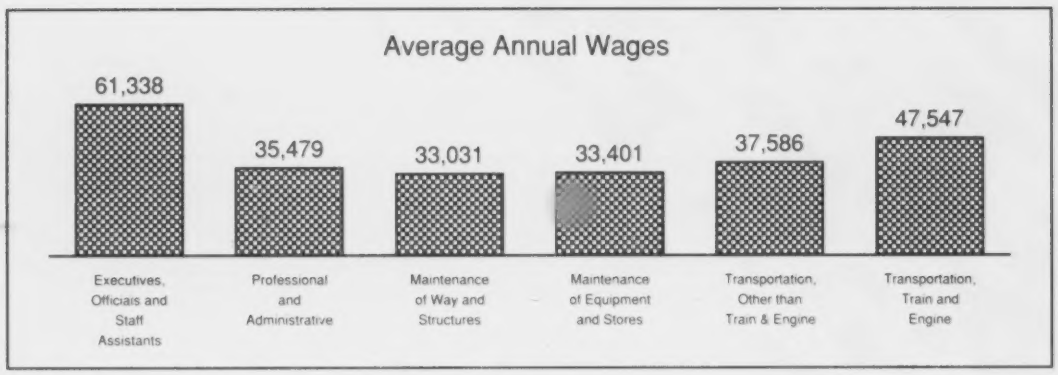
For 1991, the Tier I graph shows the non-Medicare portion only.

	Tier I		Tier II		Earnings Base		
Effective Date	Non-Medicare	Medicare	Employee	Employer	Tier I	Medicare	Tier II
Jan. 1, 1981	6.65 %	--	--	9.50 %	$ 2,475	--	$ 1,850
Oct. 1, 1981	6.65	--	2.00 %	11.75	2,475	--	1,850
Jan. 1, 1982	6.70	--	2.00	11.75	2,700	--	2,025
Jan. 1, 1983	6.70	--	2.00	11.75	2,975	--	2,225
Jan. 1, 1984	7.00	--	2.75	12.75	3,150	--	2,350
Jan. 1, 1985	7.05	--	3.50	13.75	39,600	--	29,700
Jan. 1, 1986	7.15	--	4.25	14.75	42,000	--	31,500
Jan. 1, 1987	7.15	--	4.25	14.75	43,800	--	32,700
Jan. 1, 1988	7.51	--	4.90	16.10	45,000	--	33,600
Jan. 1, 1989	7.51	--	4.90	16.10	48,000	--	35,700
Jan. 1, 1990	7.65	--	4.90	16.10	51,300	--	38,100
Jan. 1, 1991	6.20	1.45 %	4.90	16.10	53,400	$125,000	39,600

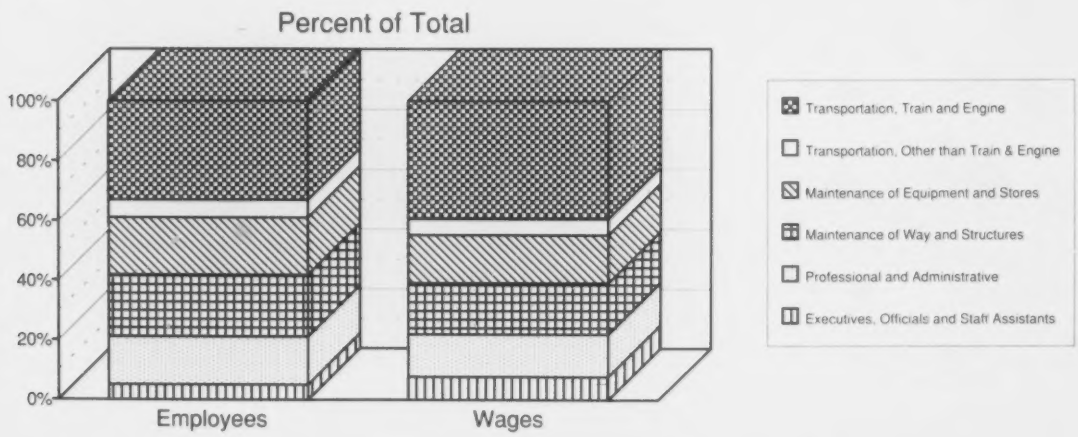
Notes: Both employers and employees pay at the rate shown in the Tier I column.
Employees received a 0.3 percent credit in 1984.
Effective in 1985 earnings bases changed from monthly to annual.
Beginning in 1991, there is a separate earnings base ($125,000) for the Medicare portion (1.45%) of the Tier I tax rate for both employers and employees. The earnings base for the remaining 6.2% of the Tier I tax rate is the $53,400 shown in the table.

Source: Railroad Retirement Board

1990 EMPLOYMENT AND ANNUAL WAGES BY CLASS



Employee Group	Average Number of Employees	Total Wages (thousands)	Average Annual Wages
Executives, Officials and Staff Assistants	10,904	$ 668,828	$61,338
Professional and Administrative	34,831	1,235,761	35,479
Maintenance of Way and Structures	44,943	1,484,500	33,031
Maintenance of Equipment and Stores	41,527	1,387,062	33,401
Transportation, Other than Train & Engine	12,679	476,551	37,586
Transportation, Train and Engine	71,540	3,401,484	47,547
TOTAL	216,424	$8,654,186	$39,987

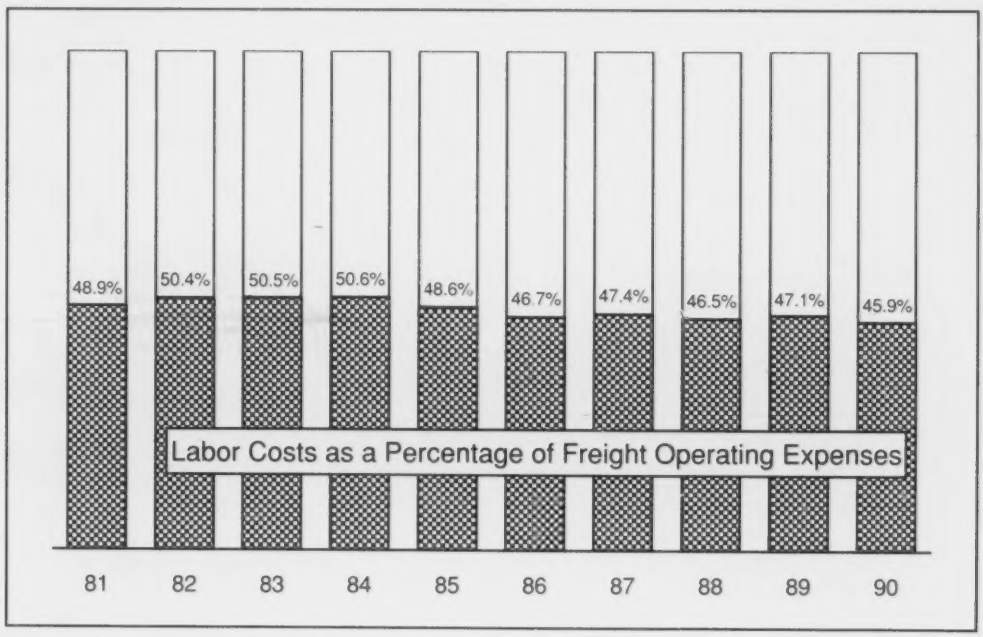


EMPLOYEES AND COMPENSATION

Year	Number of Employees	Total Wages (million $)	Average Annual Wages Per Employee	Payroll Taxes (million $)	Health & Welfare Benefits & Pensions (million $)	Total Compensation (million $)	Average Annual Compensation Per Employee
1981	436,397	$11,651	$26,698	$1,984	$1,091	$14,725	$33,742
1982	378,904	11,010	29,058	2,064	1,118	14,192	37,456
1983	322,030	10,345	32,125	1,978	1,094	13,417	41,664
1984	323,030	11,004	34,064	2,284	1,229	14,517	44,940
1985	301,879	10,563	34,991	2,391	878	13,832	45,821
1986	275,817	9,900	35,894	2,491	877	13,268	48,106
1987	248,526	9,373	37,716	2,331	887	12,591	50,665
1988	235,880	9,301	39,431	2,420	1,038	12,759	54,093
1989	227,548	9,043	39,742	2,284	1,085	12,413	54,551
1990	216,424	8,654	39,987	2,335	1,148	12,138	56,082

Note: Total compensation included in this table covers both operating and capitalized labor expenses. Although total wages are available on that basis, only that portion of fringe benefits (payroll taxes, health and welfare benefits, and pensions) charged to operating expenses is available. Therefore, fringe benefits charged to operating expenses have been multiplied by the ratio of total wages to wages charged to operating expenses to estimate operating and capitalized expenses for those components of compensation.

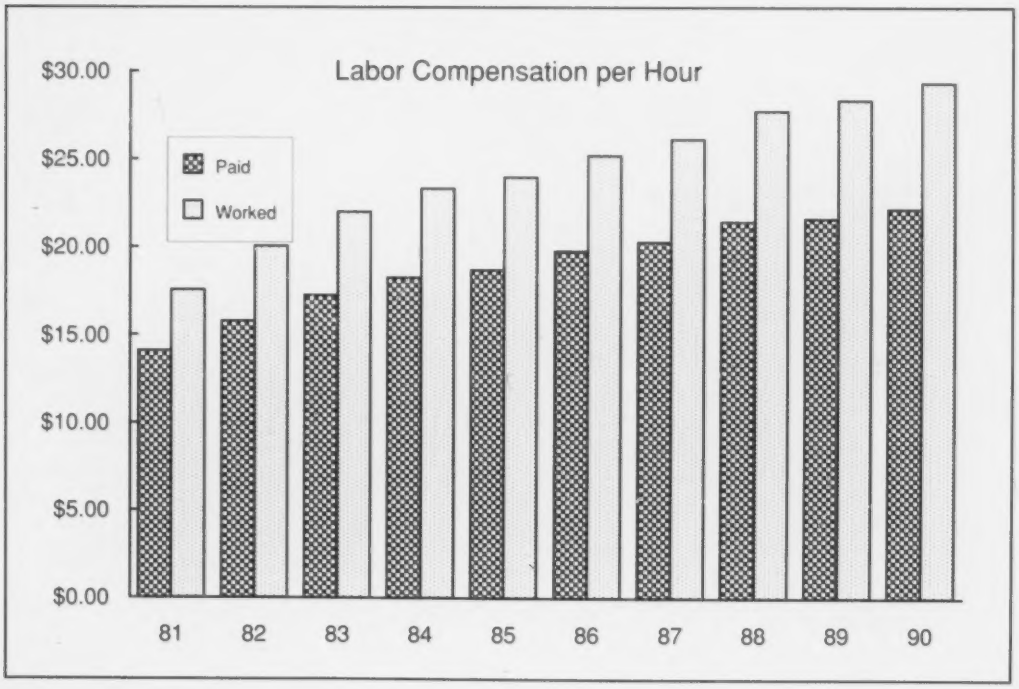
See note on page 96.



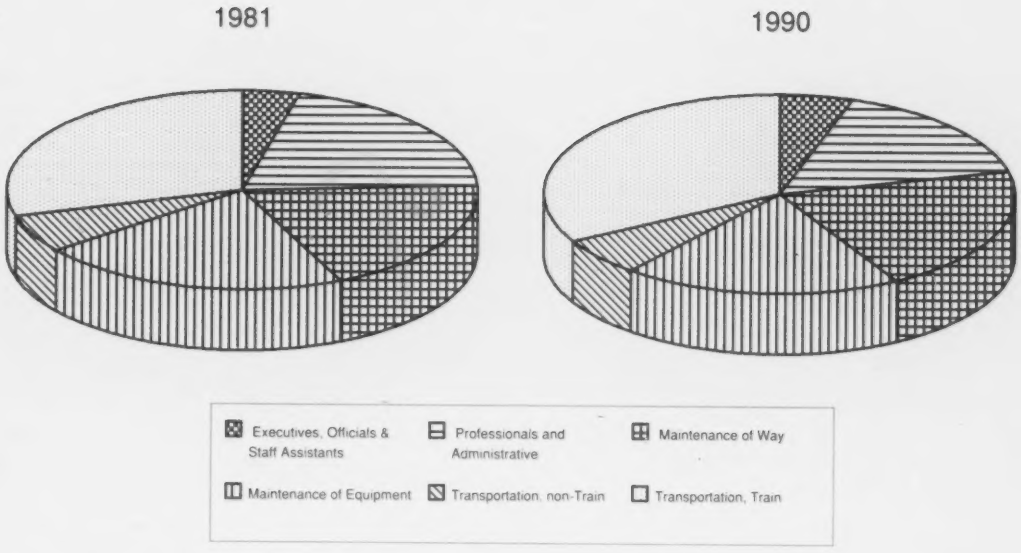
COMPENSATION PER HOUR PAID AND WORKED

Year	Labor Compensation ($ millions)	Employee Hours: Paid (millions)	Employee Hours: Worked (millions)	Labor Compensation Per Hour: Paid	Labor Compensation Per Hour: Worked
1981	$14,725	1,046	838	$14.08	$17.57
1982	14,192	899	708	15.79	20.05
1983	13,417	778	610	17.25	22.00
1984	14,517	795	622	18.26	23.34
1985	13,832	739	577	18.72	23.97
1986	13,268	671	526	19.77	25.22
1987	12,591	620	482	20.31	26.12
1988	12,759	595	460	21.44	27.74
1989	12,413	574	438	21.63	28.34
1990	12,138	547	414	22.19	29.32

Note: The total labor compensation figures are those derived on page 101 (using estimated fringe benefits).



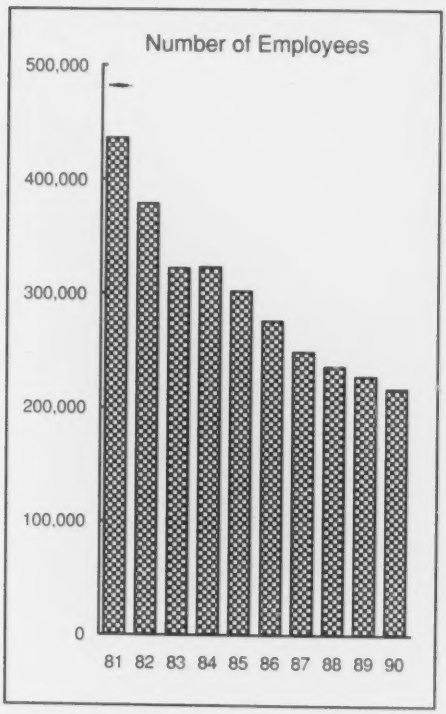
EMPLOYMENT BY CLASS

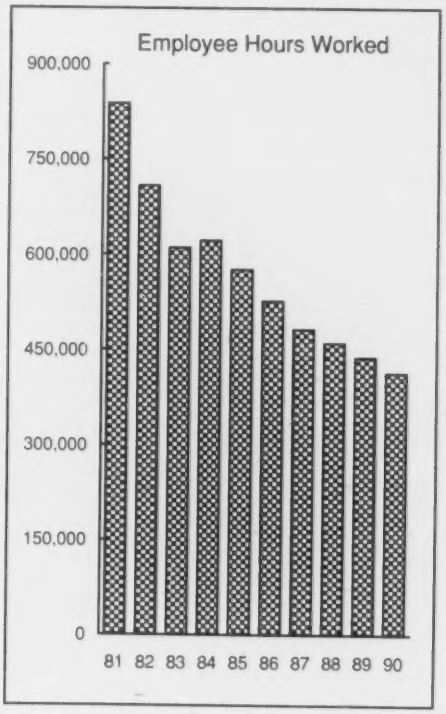


Year	Total	Executives, Officials and Staff Assistants	Professional and Administrative	Maintenance of		Transportation	
				Way and Structures	Equipment and Stores	Other Than Train and Engine	Train and Engine
1981	436,397	17,550	88,738	82,725	92,668	27,432	127,284
1982	378,904	16,866	80,044	72,700	75,001	24,971	109,322
1983	322,030	14,511	68,486	64,172	58,461	20,650	95,750
1984	323,030	14,335	60,477	66,359	61,233	22,054	98,572
1985	301,879	13,619	56,901	62,058	56,104	19,796	93,401
1986	275,817	13,230	50,769	57,097	51,441	18,082	85,198
1987	248,526	12,258	44,286	50,597	47,070	16,194	78,121
1988	235,880	11,447	39,819	48,341	45,209	14,799	76,265
1989	227,548	11,224	37,501	46,915	43,843	13,909	74,163
1990	216,424	10,904	34,831	44,943	41,527	12,679	71,540

EMPLOYEE HOURS PAID FOR AND HOURS WORKED

Year	Number of Employees	Employee Hours Paid For (thousands)	Employee Hours Paid For Per Employee	Employee Hours Worked (thousands)	Employee Hours Worked Per Employee
1981	436,397	1,045,944	2,397	837,553	1,919
1982	378,904	898,991	2,373	708,221	1,869
1983	322,030	778,431	2,417	610,039	1,894
1984	323,030	794,957	2,461	621,857	1,925
1985	301,879	738,701	2,447	576,626	1,910
1986	275,817	671,331	2,434	526,309	1,908
1987	248,526	620,275	2,496	481,627	1,938
1988	235,880	594,752	2,521	460,217	1,951
1989	227,548	573,739	2,521	438,425	1,927
1990	216,424	546,800	2,527	413,740	1,912





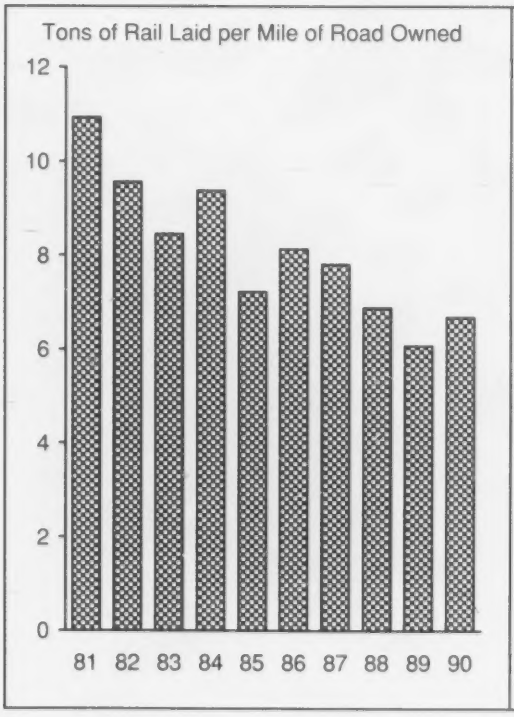
PLANT AND EQUIPMENT

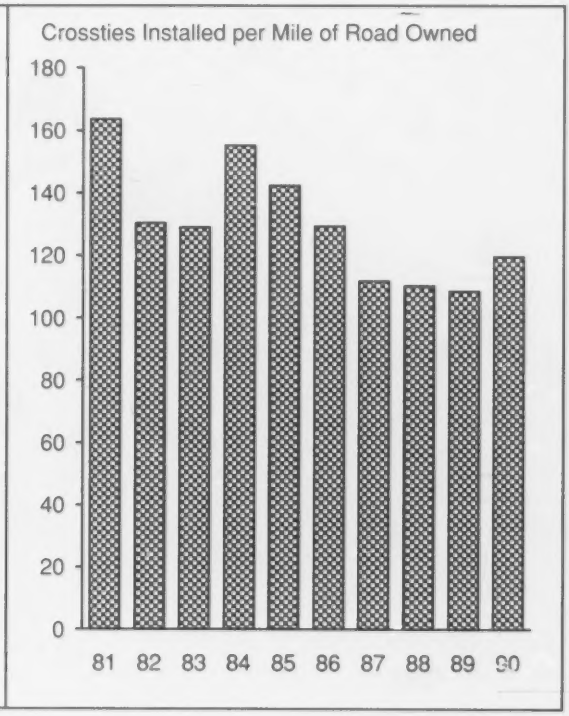
NOTES

- The total miles of road operated shown on pages 9, 11, 108 and 109 are not the same because of the use of different sources with slightly different definitions of included track.
- The miles figure shown on page 111 does not equal any of the mileage figures shown elsewhere in this publication because data is collected for a railroad's "main" track only.

MILEAGE OWNED AND RAIL AND CROSSTIES INSTALLED

Year	Miles of Road Owned	Tons of Rail Laid	Crossties Installed (thousands)
1981	162,160	1,772,539	26,529
1982	159,123	1,520,930	20,726
1983	155,879	1,316,837	20,086
1984	151,998	1,425,088	23,581
1985	145,764	1,052,492	20,736
1986	140,061	1,137,706	18,104
1987	132,220	1,031,862	14,768
1988	127,555	877,848	14,046
1989	124,236	755,395	13,458
1990	119,758	800,644	14,309





MILEAGE OPERATED BY STATE

State	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Alabama	4,322	4,299	4,185	4,114	3,832	3,650	3,600	3,448	3,229	3,174
Arizona	1,865	1,801	1,785	1,758	1,757	1,698	1,692	1,558	1,520	1,520
Arkansas	2,720	2,708	2,724	2,682	2,712	2,594	2,539	2,491	2,483	2,470
California	6,530	6,476	6,464	6,521	6,438	6,287	6,267	6,186	6,202	6,149
Colorado	3,413	3,320	3,458	3,414	3,388	3,369	3,356	3,336	3,280	3,279
Connecticut	452	484	484	464	464	466	429	285	285	285
Delaware	257	236	220	220	213	212	230	226	226	227
District of Columbia	56	50	47	46	48	47	50	38	38	38
Florida	3,421	3,384	3,335	3,123	3,230	3,085	2,976	2,678	2,662	2,546
Georgia	4,747	5,042	4,928	4,835	5,119	5,031	4,954	4,792	4,274	4,017
Idaho	2,386	2,381	2,381	2,233	2,180	2,256	2,152	2,152	2,126	2,077
Illinois	10,143	9,639	8,971	8,841	8,380	7,960	7,584	7,524	7,319	7,197
Indiana	5,644	5,608	5,329	5,204	5,069	4,813	4,676	4,553	4,082	4,028
Iowa	4,887	4,906	4,699	4,249	3,646	3,503	3,444	3,368	3,354	3,335
Kansas	7,201	7,580	7,688	7,636	7,509	7,376	7,273	7,086	6,935	6,476
Kentucky	3,569	3,453	3,347	3,286	3,175	2,846	2,521	2,518	2,447	2,427
Louisiana	3,310	3,250	3,127	3,103	3,050	2,785	2,691	2,571	2,576	2,490
Maine	46	46	46	46	46	46	46	0	0	0
Maryland	1,125	1,133	909	913	908	849	936	842	840	796
Massachusetts	1,286	1,112	1,098	1,084	1,077	1,079	939	442	442	442
Michigan	4,080	3,787	3,600	3,349	3,579	3,451	2,661	2,521	2,500	2,502
Minnesota	6,207	6,342	6,088	6,068	5,592	5,092	4,925	4,865	4,759	4,629
Mississippi	2,823	2,703	2,574	2,476	1,744	1,510	1,496	1,500	1,491	1,491
Missouri	5,855	5,677	5,631	5,818	5,741	5,823	5,339	5,142	5,057	5,031
Montana	3,803	3,675	3,486	3,414	3,326	3,274	2,512	2,490	2,490	2,410
Nebraska	4,778	4,736	4,755	4,736	4,597	4,426	4,300	4,155	4,143	4,148
Nevada	1,491	1,492	1,492	1,492	1,451	1,451	1,440	1,440	1,440	1,406
New Hampshire	496	461	419	409	409	355	354	0	0	0
New Jersey	1,525	1,506	1,410	1,377	1,268	1,194	1,134	968	968	965
New Mexico	2,076	2,075	2,061	2,060	2,062	2,062	2,062	2,062	1,989	1,970
New York	4,531	4,281	3,873	3,746	3,565	3,453	3,408	2,485	2,498	2,494
North Carolina	2,845	2,818	2,799	2,606	3,334	3,217	3,090	2,986	2,829	2,645
North Dakota	4,935	4,767	4,756	4,641	4,579	4,472	3,792	3,783	3,777	3,471
Ohio	7,140	6,999	6,854	6,561	6,238	6,102	5,767	5,585	5,455	4,811
Oklahoma	3,850	3,627	3,853	3,840	3,289	4,024	3,704	3,444	3,449	3,271
Oregon	2,944	2,941	2,940	2,941	2,889	2,865	2,848	2,840	2,687	2,601
Pennsylvania	6,961	6,761	6,453	6,200	5,232	5,113	4,900	3,965	3,924	3,589
Rhode Island	93	0	0	0	0	0	0	0	0	0
South Carolina	2,558	2,524	2,524	2,570	2,579	2,533	2,490	2,391	2,317	2,196
South Dakota	2,120	2,037	2,037	1,955	1,953	1,277	1,203	1,179	1,179	1,185
Tennessee	3,035	2,890	2,785	2,669	2,597	2,537	2,234	2,307	2,208	2,204
Texas	13,050	13,011	12,917	12,998	12,853	12,802	12,683	12,338	12,117	11,501
Utah	1,656	1,691	1,651	1,651	1,493	1,483	1,450	1,450	1,419	1,419
Vermont	142	142	102	102	102	102	102	0	0	0
Virginia	3,451	3,487	3,596	3,636	3,766	3,729	3,430	3,345	3,260	3,240
Washington	4,297	4,281	4,225	4,164	3,927	3,562	3,467	3,468	3,467	3,471
West Virginia	3,534	3,604	3,387	3,316	3,209	3,156	3,149	3,013	2,974	2,806
Wisconsin	4,165	3,977	3,850	3,860	3,752	3,647	2,293	2,097	2,078	2,056
Wyoming	1,988	1,978	2,081	1,993	1,993	1,993	1,996	1,943	1,795	1,795
Total	173,809	171,178	167,424	164,420	159,360	154,657	146,584	139,856	136,590	132,280

Note: There is no Class I railroad mileage in Hawaii or Alaska.
See note on page 106.

Source: R-1 Annual Reports of Class I Railroads

MILEAGE OPERATED BY STATE BY RAILROAD: 1990

	ATSF	BN	CNW	CR	CSX	DRGW	FEC	GT	IC	KCS	NS	SOO	SP	UP
Alabama		491			1,210				35		1,438			
Arizona	702												818	
Arkansas		208								232			564	1,466
California	1,394	100											3,565	1,090
Colorado	546	710				1,348								675
Connecticut				285										
Delaware				204	23									
Dist. of Columbia				14	21						3			
Florida		44			1,799		442				261			
Georgia					1,799						2,218			
Idaho		367												1,710
Illinois	228	1,157	776	551	682			47	1,184		1,030	519	122	901
Indiana				1,546	1,282			80			859	261		
Iowa	20	712	1,790								122	689		2
Kansas	2,199	600			43	445				24	2	7	417	2,782
Kentucky		13		4	1,875				103		431	1		
Louisiana	22				436				324	741	84		380	896
Maine														
Maryland				344	834						16			
Massachusetts				442										
Michigan			173	563	74			549			121	262		
Minnesota		2,176	736									1,717		
Mississippi		179							976		262			
Missouri	287	1,525	167		4	20				194	498	156	873	1,307
Montana		2,285												125
Nebraska	1	2,301	543											1,303
Nevada													714	692
New Hampshire														
New Jersey				965										
New Mexico	1,267	83											620	
New York				2,374	40						80			
North Carolina					1,173						1,472			
North Dakota		2,497										974		
Ohio				2,175	1,400			249			987			
Oklahoma	1,055	859								196			56	1,105
Oregon		649											1,090	862
Pennsylvania				2,984	561						44			
Rhode Island														
South Carolina					1,336						860			
South Dakota		981	159									45		
Tennessee		16			962				151		1,057		1	17
Texas	2,929	1,256								294			3,278	3,744
Utah						433							102	884
Vermont														
Virginia				2	1,084						2,154			
Washington		2,573												898
West Virginia				313	1,895						598			
Wisconsin		274	1,120									662		
Wyoming		966	160											669
Total U.S.	**10,650**	**23,022**	**5,624**	**12,766**	**18,533**	**2,246**	**442**	**925**	**2,773**	**1,681**	**14,597**	**5,293**	**12,600**	**21,128**

RAIL LAID

Year	Tons				Track Miles of Welded Rail Laid To Date
	Laid in Replacement		Laid in Addition		
	New	Relay	New	Relay	
1981	770,801	881,423	29,539	90,776	25,337
1982	468,315	961,244	34,403	56,968	19,282
1983	505,407	724,694	33,190	53,546	12,138
1984	620,678	736,394	27,104	40,912	28,112
1985	485,270	519,352	10,669	37,201	46,616
1986	449,979	655,960	6,087	25,680	42,798
1987	374,661	652,556	2,621	8,692	65,476
1988	355,829	507,482	1,542	12,995	98,192
1989	335,022	390,980	13,164	16,229	98,664
1990	335,479	445,680	3,388	16,097	100,100

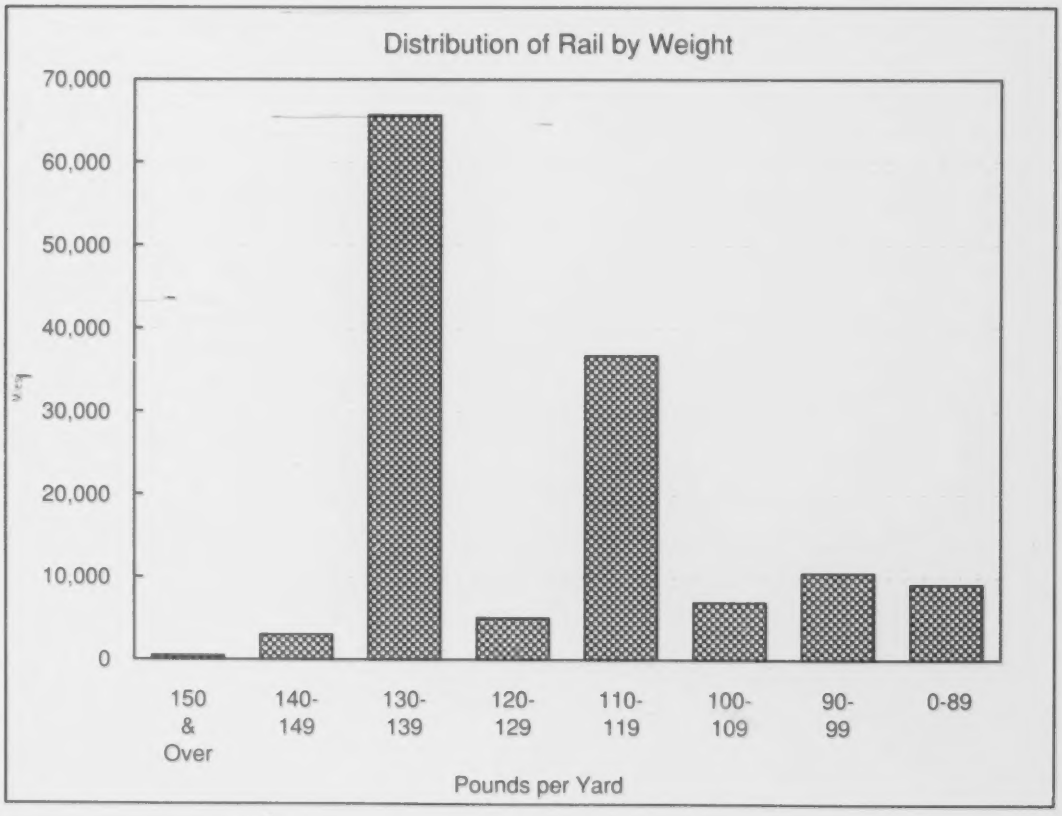
CROSSTIES INSTALLED

Year	Number of Ties								Switch & Bridge Ties (board ft.)
	Laid in Replacement				Laid in Addition				
	Treated	Untreated	Other	Total	Treated	Untreated	Other	Total	
1981	25,012,574	0	109,568	25,122,142	1,370,184	21,443	15,545	1,407,172	7,689,757
1982	19,620,742	3,019	98,961	19,722,722	1,002,025	0	1,246	1,003,271	5,704,639
1983	19,000,521	0	89,986	19,090,507	995,002	0	0	995,002	5,062,660
1984	22,700,982	0	51,280	22,752,262	827,986	43	374	828,403	3,126,283
1985	20,130,761	500	26,553	20,157,814	562,872	0	15,168	578,040	2,833,686
1986	17,537,711	0	89,913	17,627,624	473,705	0	2,529	476,234	2,548,369
1987	14,279,709	0	333,735	14,613,444	154,750	0	230	154,980	1,426,122
1988	12,940,970	0	889,138	13,830,108	215,762	0	0	215,762	2,028,730
1989	12,264,690	0	835,928	13,100,618	335,333	0	22,369	357,702	1,705,854
1990	13,100,276	0	1,014,862	14,115,138	190,698	0	3,572	194,270	1,284,031

WEIGHT OF RAIL: 1990

Pounds Per Yard	Miles	Percent of Total Miles	Cumulative Percent
150 & Over	470	0.3 %	0.3 %
140-149	3,018	2.2	2.5
130-139	65,688	47.8	50.3
120-129	5,050	3.7	54.0
110-119	36,673	26.7	80.7
100-109	6,937	5.0	85.7
90-99	10,499	7.6	93.4
0-89	9,119	6.6	100.0
TOTAL	137,454	100.0 %	

Note: See note on page 106.



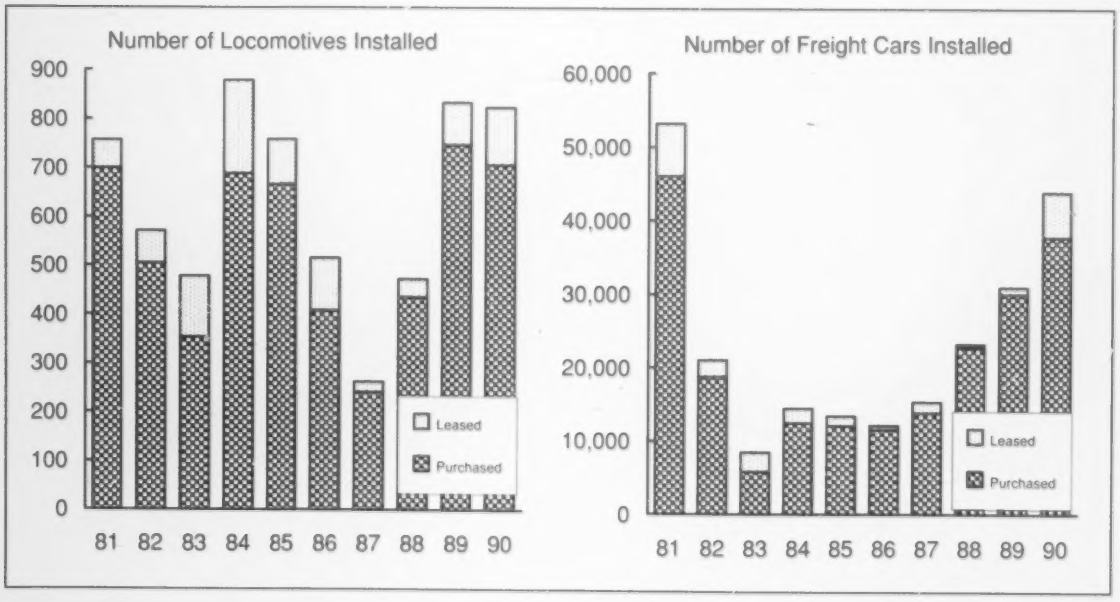
LOCOMOTIVES AND FREIGHT CARS INSTALLED

Year	Locomotives		Freight Cars	
	Purchased	Leased	Purchased	Leased
1981	699	58	46,001 r	7,198
1982	504	67	18,736 r	2,289
1983	353	125	5,772	2,649
1984	688	190	12,396 r	2,050
1985	666	92	12,080	1,329
1986	408	107	11,578 r	557
1987	241	21	13,795 r	1,487
1988	436	36	22,787 r	414
1989	747	86	29,997 r	977
1990	706	117	37,769	6,132

r - revised

Note: Purchased freight cars include additions by railroads, car companies and shippers; leased freight cars include only those leased by Class I Railroads. Purchased and leased locomotives include only Class I railroads.

Sources: Purchased freight cars installed - AAR - "Railroad Equipment Report -- 1991"; leased freight cars and locomotives - R-1 Annual Reports of Class I Railroads.

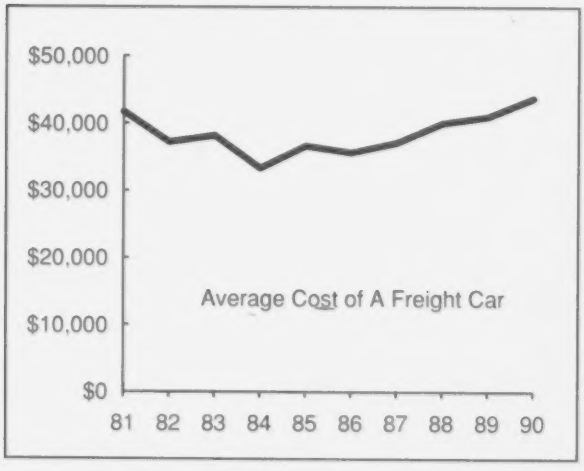


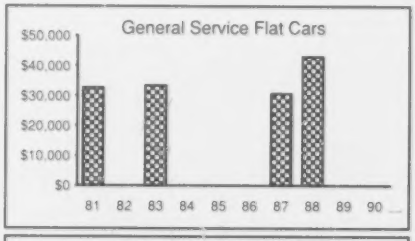
COST OF FREIGHT CARS

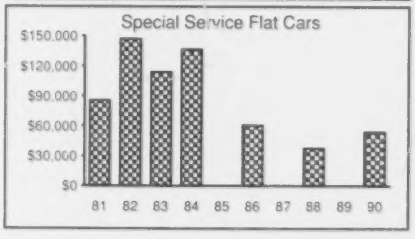
Year	All Freight Train Cars	Box Cars		Flat Cars		Gondola Cars	Hopper Cars		Refrig-erator Cars	Tank Cars
		Plain	Equipped	General Service	Special Service		Open Top	Covered		
1981	$41,747	--	$60,569	$32,536	$85,350	$38,378	$40,438	$41,860	--	$50,943
1982	37,230	--	69,287	--	147,000	--	33,160	60,360	$72,080	56,300
1983	38,191	--	44,660	33,227	113,500	37,655	39,687	37,334	--	--
1984	33,278	--	--	--	136,375	35,218	35,910	29,560	--	--
1985	36,645	--	--	--	--	37,091	38,340	33,196	--	--
1986	35,626	--	--	--	60,000	46,800	33,945	--	--	--
1987	37,096	--	--	30,600	--	--	38,745	33,100	--	--
1988	40,032	--	--	42,950	37,638	38,083	42,124	40,497	--	--
1989	40,984	--	--	--	--	37,500	41,456	45,000	--	--
1990	43,782	--	--	--	53,530	52,300	39,451	45,000	--	--

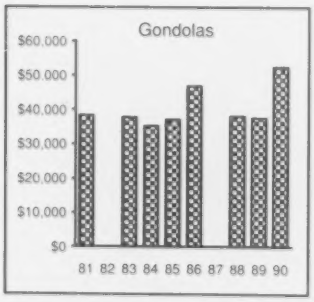
Note: The average cost is based on a weighted average of new units acquired each year and could fluctuate depending on the specification of the equipment acquired.

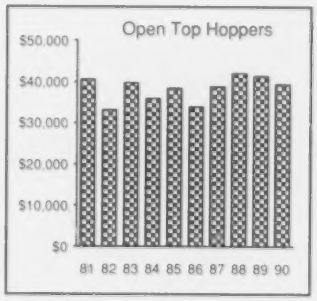
Source: R-1 Annual Reports of Class I railroads

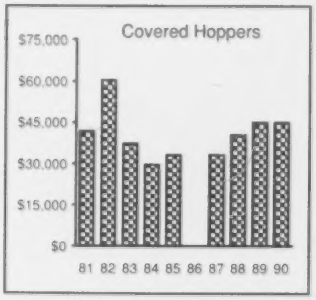




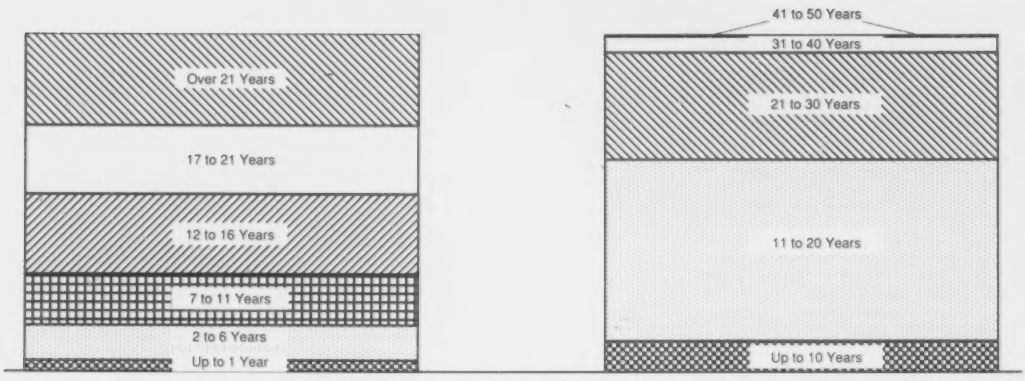








AGE OF LOCOMOTIVES AND FREIGHT CARS



Age Distribution of Diesel Locomotive Fleet - December 31, 1990

Date Built	Units in Age Bracket	Percent Of Total
Jan. 1, 1990 - Dec. 31, 1990	608	3.2 %
Jan. 1, 1985 - Dec. 31, 1989	1,989	10.6
Jan. 1, 1980 - Dec. 31, 1984	2,837	15.1
Jan. 1, 1975 - Dec. 31, 1979	4,432	23.5
Jan. 1, 1970 - Dec. 31, 1974	3,852	20.5
Before Jan. 1, 1970	5,117	27.2
Total	18,835	100.0 %

Age Distribution of Railroad-Owned Freight Cars - January 1, 1991

Car Age (years)	Cars in Age Bracket	Percent Of Total
0-10	71,090	9.2 %
11-20	412,915	53.6
21-30	242,926	31.6
31-40	38,169	5.0
41-50	4,725	0.6
Total	769,825	100.0 %

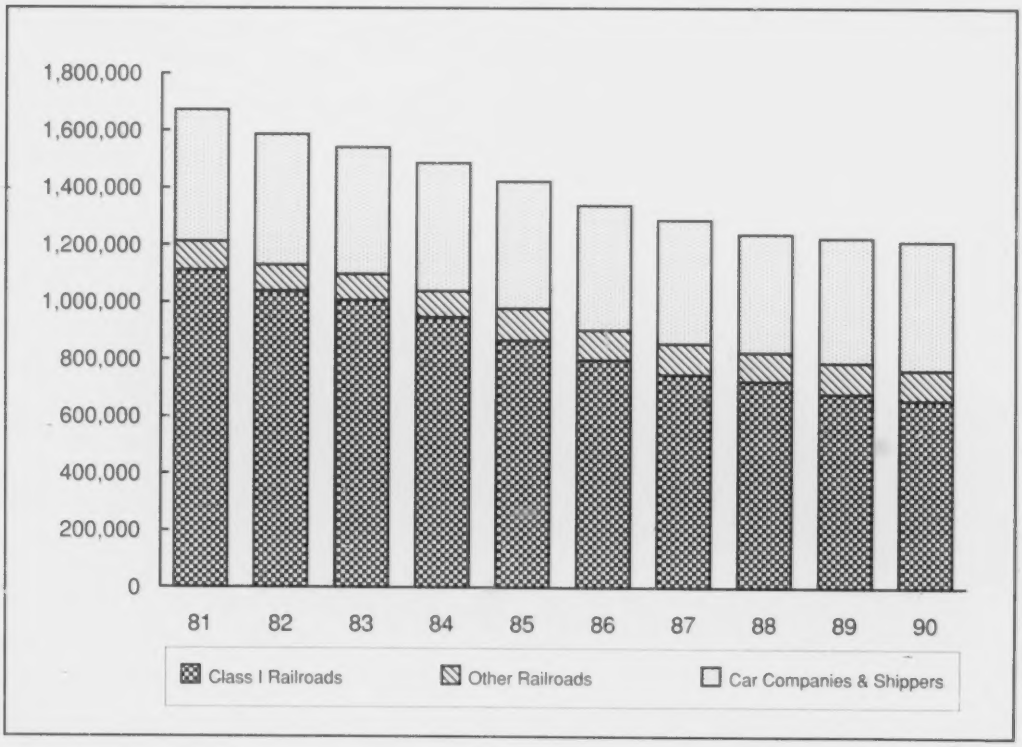
Note: The data necessary to determine the age distribution of the locomotive and freight car fleets are not available from the same data sources used for ownership figures shown elsewhere in this publication. Therefore, the figures shown above for the total fleet size do not precisely match those shown on other pages.

Sources: Locomotive data - R-1 Annual Reports of Class I railroads; Freight Car data - AAR - UMLER database

FREIGHT CARS IN SERVICE

Year	Total	Class I Railroads	Other Railroads	Car Companies and Shippers
1981	1,672,565	1,111,115	101,091	460,359
1982	1,587,551	1,039,016	91,452	457,083
1983	1,542,482	1,007,165	91,395	443,922
1984	1,486,282	948,171	91,009	447,102
1985	1,421,686	867,070	111,086	443,530
1986	1,339,453	798,631	103,504	437,318
1987	1,288,129	748,523	107,223	432,383
1988	1,238,941	724,840	101,232	412,869
1989	1,224,422	682,270	106,932	435,220
1990	1,212,261	658,902	103,527	449,832

Source: AAR - "Railroad Equipment Report -- 1991"

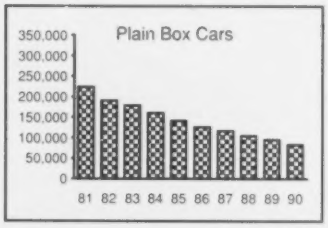


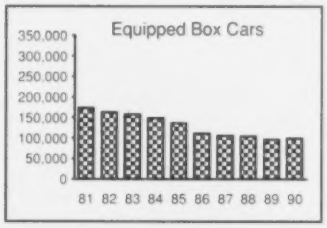
FREIGHT CARS IN SERVICE BY CAR TYPE

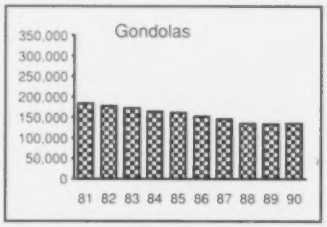
Revenue Freight Cars in Service -- All Railroads and Private Owners

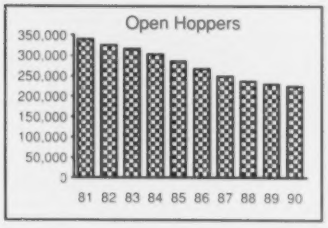
	Box Cars			Hopper Cars			Refrig-		
Dec. 31	Plain	Equipped	Gondola	Open	Covered	Flat	erator	Tank	Other
1981	222,747	172,428	183,692	339,435	311,378	148,724	73,452	190,662	30,047
1982	190,620	162,349	176,931	325,642	306,222	144,508	68,043	185,838	27,384
1983	178,669	157,291	171,554	315,805	303,172	142,291	63,705	183,730	26,265
1984	160,148	148,104	163,663	303,339	302,522	142,046	58,619	182,661	25,180
1985	141,050	136,405	160,958	285,517	299,172	138,839	55,083	181,194	23,468
1986	125,962	111,006	151,859	267,153	291,489	135,653	56,756	177,923	21,652
1987	116,617	105,343	145,217	248,819	285,822	134,219	52,747	180,084	19,261
1988	104,185	103,495	134,769	237,116	284,566	132,365	48,209	177,997	16,239
1989	94,732	96,593	133,164	229,901	292,430	131,932	44,507	186,020	15,143
1990	83,286	98,461	134,462	224,671	296,635	130,076	41,883	188,805	13,982

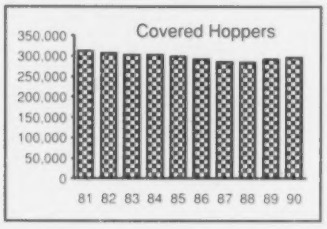
Sources: AAR - "Railroad Equipment Report -- 1991"

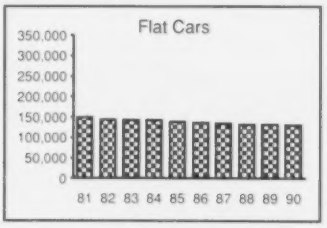


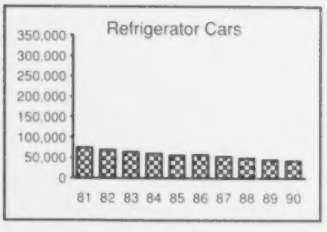


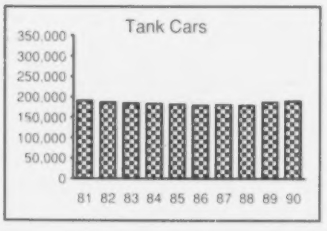


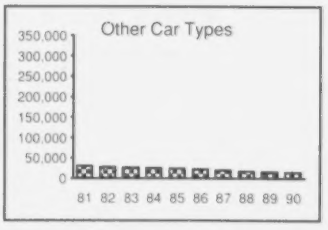




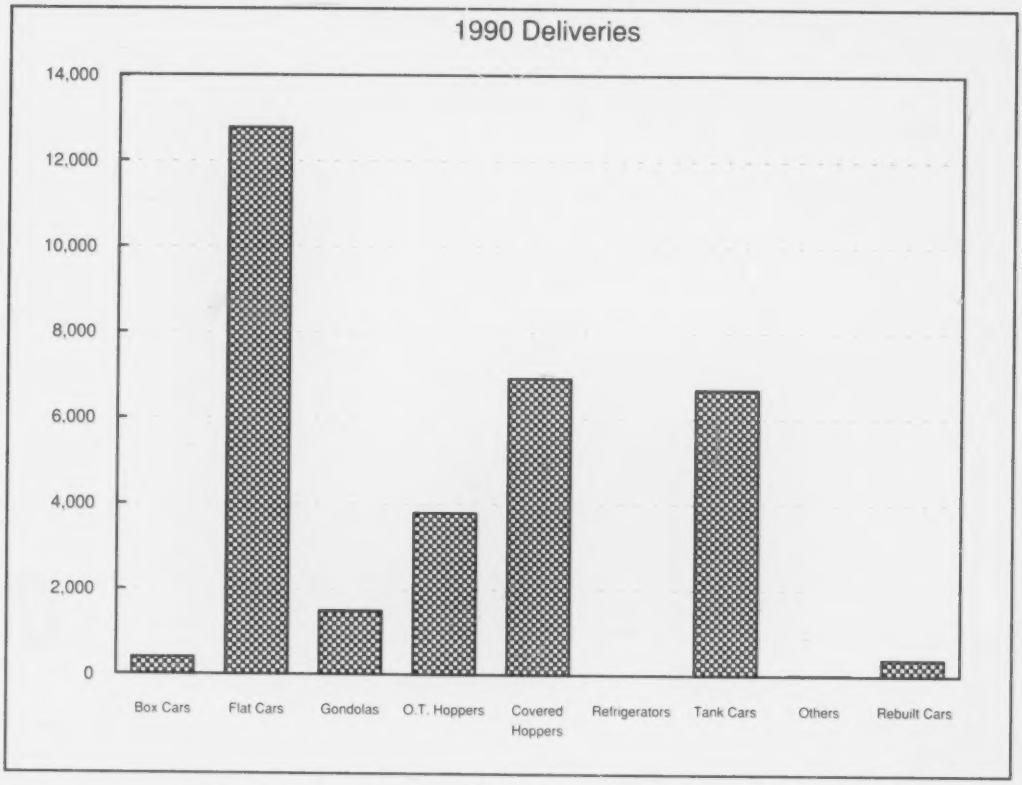








NEW FREIGHT CAR INSTALLATIONS BY CAR TYPE



Car Types	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Box Cars	1,571	695	150	--	--	74	51	311	90	391
Flat Cars	1,449	382	880	2,961	3,797	4,822	5,112	6,668	6,352	12,781
Gondolas	6,882	2,851	405	1,437	2,520	412	94	1,324	4,072	1,492
O.T. Hoppers	6,766	3,958	824	780	569	1,038	371	636	2,632	3,787
Covered Hoppers	17,414	5,477	745	3,131	2,352	2,085	2,928	7,284	8,574	6,921
Refrigerators	460	150	--	130	--	--	--	--	--	--
Tank Cars	8,577	4,046	2,740	3,717	2,687	3,077	5,086	6,289	7,881	6,675
Others	1,782	416	28	370	155	--	3	12	16	16
Total New Cars	44,901	17,975	5,772	12,526	12,080	11,508	13,645	22,524	29,617	32,063
Rebuilt Cars	1,100	1,500	--	--	--	70	150	263	380	5,706
Total	46,001	19,475	5,772	12,526	12,080	11,578	13,795	22,787	29,997	37,769

Note: "New Cars" includes all railroad and private owners; "Rebuilt Cars" includes Class I railroads only.

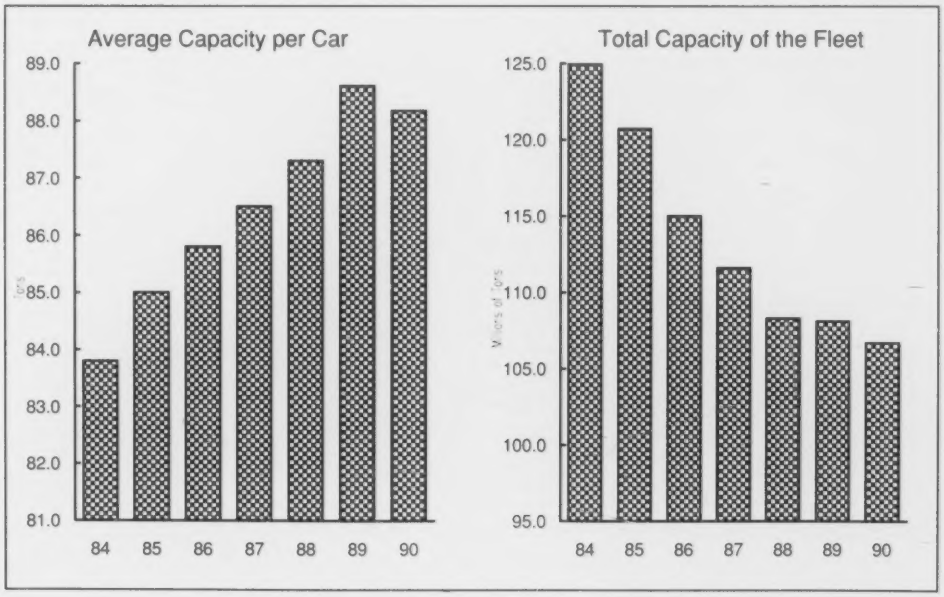
Source: AAR - "Railroad Equipment Report -- 1991"

CAPACITY OF THE FREIGHT CAR FLEET

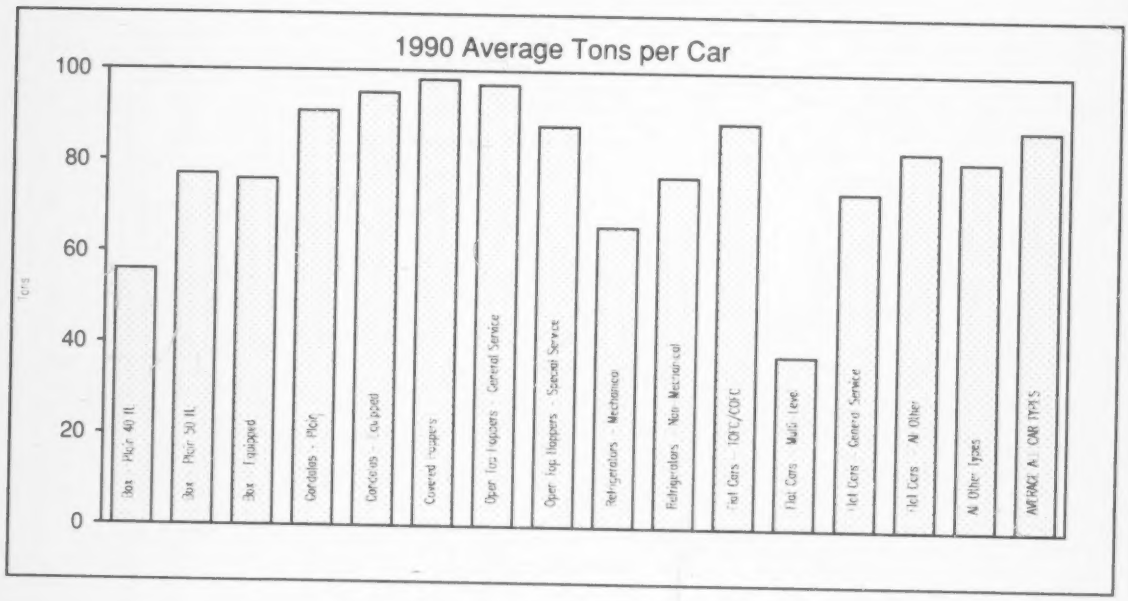
Year	Number of Freight Cars (millions)	Average Capacity Per Car (tons)	Total Capacity (million tons)
1981	1.67	NA	NA
1982	1.59	NA	NA
1983	1.54	NA	NA
1984	1.49	83.8	124.9
1985	1.42	85.0	120.7
1986	1.34	85.8	115.0
1987	1.29	86.5	111.6
1988	1.24	87.3	108.3
1989	1.22	88.6	108.1
1990	1.21	88.2	106.7

Note: Comparable capacity figures not available prior to 1984.

Sources: AAR- "Railroad Equipment Report -- 1991"



CAPACITY BY CAR TYPE

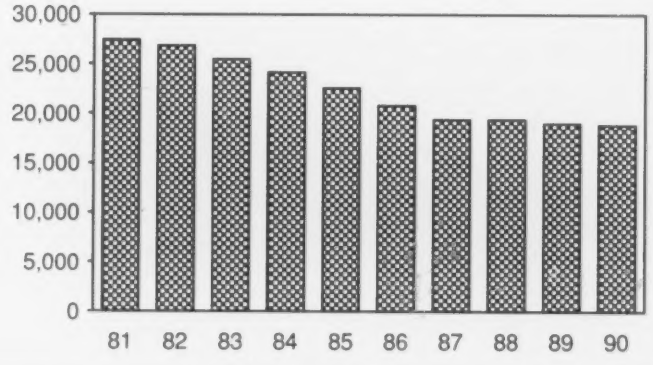


Average Tons Per Car

Car Types	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Box Cars										
Plain 40 FT	55	55	56	58	63	55	55	55	55	56
Plain 50 FT	72	74	73	74	75	76	77	77	77	77
Equipped	71	72	72	73	74	74	74	74	76	76
Gondolas										
Plain	83	84	84	85	86	87	88	88	91	91
Equipped	88	89	91	91	91	92	93	93	94	95
Covered Hoppers	94	95	95	96	96	97	97	98	98	98
Open Top Hoppers										
General Service	88	88	89	90	92	93	95	96	97	97
Special Service	83	83	83	84	86	87	87	87	87	88
Refrigerators										
Mechanical	67	67	67	66	66	67	66	66	66	66
Non-Mechanical	72	72	72	72	72	73	73	73	76	77
Flat Cars										
TOFC/COFC	74	74	72	66	64	63	65	70	75	89
Multi-Level	50	46	46	45	40	42	42	40	38	38
General Service	69	70	71	71	71	72	73	69	73	74
All Other	80	80	80	81	81	83	83	83	83	83
All Other Types	70	70	81	82	84	87	89	93	96	81
Total	81	82	82	83	84	86	87	87	88	88

LOCOMOTIVES IN SERVICE

Year	Total
1981	27,421
1982	26,795
1983	25,448
1984	24,117
1985	22,548
1986	20,790
1987	19,358
1988	19,364
1989	19,015
1990	18,835



HORSEPOWER OF THE DIESEL LOCOMOTIVE FLEET

Year	Units in Service	Average HP Per Unit	Aggregate Horsepower (millions)
1981	27,421	2,326	63.8
1982	26,795	2,341	62.7
1983	25,448	2,246	57.2
1984	24,117	2,415	58.2
1985	22,548	2,469	55.7
1986	20,790	2,531	52.6
1987	19,358	2,549	49.3
1988	19,364	2,579	49.9
1989	19,015	2,624	49.9
1990	18,835	2,665	50.2

OPERATIONS

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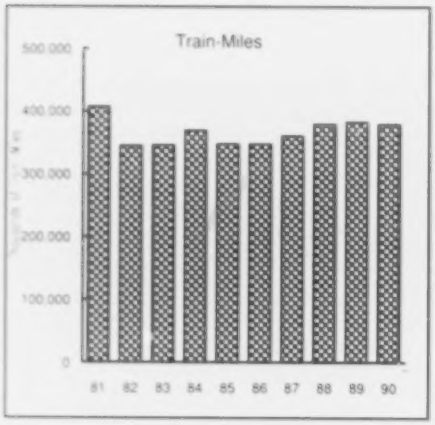
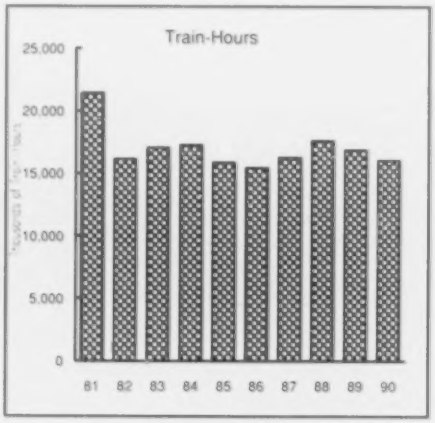
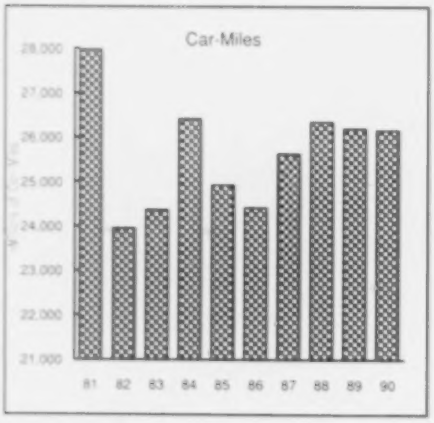
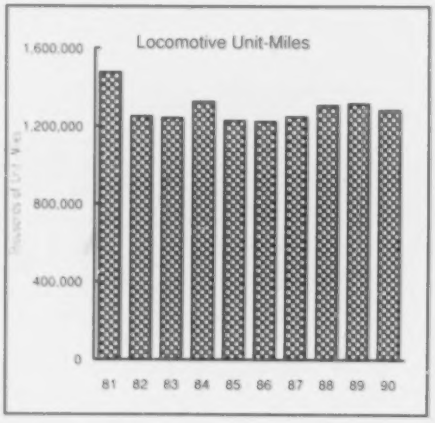
SUMMARY OF FREIGHT OPERATIONS

Year	Train-Miles (thousands)	Train-Hours (thousands)	Car-Miles (millions)	Locomotive Unit-Miles (thousands)
1981	407,520	21,415	27,968	1,474,904
1982	344,936	16,104	23,951	1,251,962
1983	345,916	17,027	24,358	1,242,025
1984	369,403	17,248	26,409	1,326,470
1985	347,292	15,864	24,920	1,228,136
1986	347,234	15,438	24,414	1,223,633
1987	360,692	16,248	25,627	1,249,220
1988	379,271	17,607	26,339	1,306,942
1989	382,661	16,842	26,196	1,313,569
1990	379,582	16,044	26,159	1,280,365





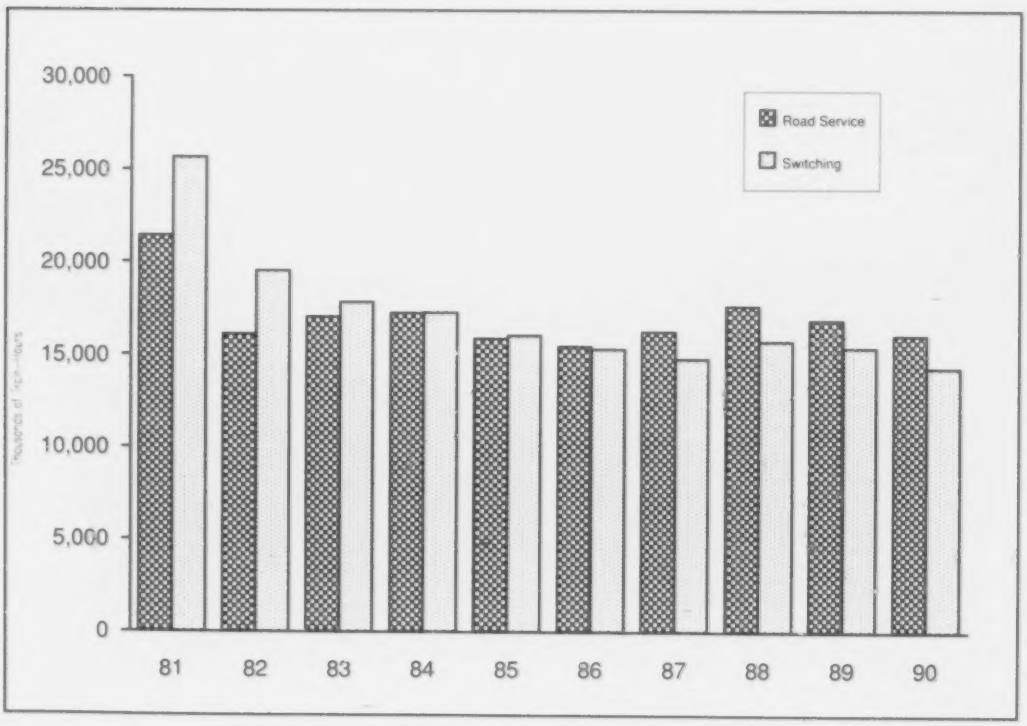




FREIGHT TRAIN-HOURS

(Thousands of Train-Hours)

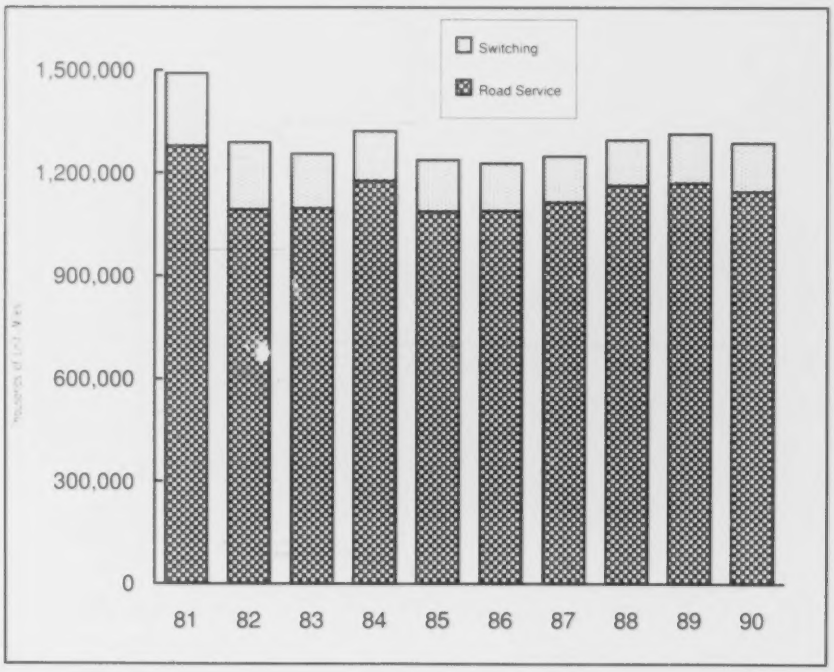
Year	Road Service	Switching Road Service	Switching Yard
1981	21,415	3,645	21,995
1982	16,104	2,867	16,656
1983	17,027	3,292	14,538
1984	17,248	2,836	14,429
1985	15,864	2,727	13,304
1986	15,438	2,661	12,626
1987	16,248	2,404	12,386
1988	17,607	3,257	12,455
1989	16,842	3,250	12,098
1990	16,044	2,905	11,370



LOCOMOTIVE UNIT-MILES IN FREIGHT SERVICE

(Thousands of Unit-Miles)

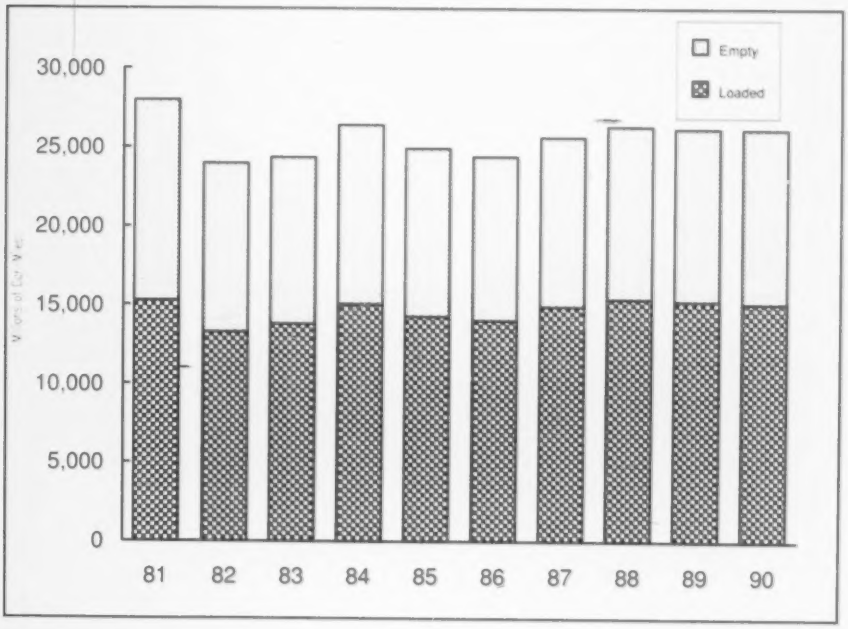
Year	Total	Road Service	Switching	
			Road	Yard
1980	1,531,050	1,319,010	45,808	166,232
1981	1,474,904	1,278,128	43,718	153,059
1982	1,251,962	1,092,306	36,853	122,803
1983	1,242,025	1,096,471	37,930	107,624
1984	1,326,470	1,176,831	39,147	110,492
1985	1,228,136	1,088,622	37,591	101,923
1986	1,223,633	1,089,896	34,858	98,878
1987	1,249,220	1,115,547	31,965	101,707
1988	1,306,942	1,163,727	43,625	99,590
1989	1,313,569	1,170,647	42,747	100,176
1990	1,280,365	1,144,559	39,762	96,044



LOADED AND EMPTY FREIGHT CAR-MILES

Year	Total Freight Car-Miles (millions)	Loaded Car-Miles (millions)	Empty Car-Miles (millions)	Loaded Car-Miles as a Percent of Total
1981	27,968	15,243	12,725	54.5 %
1982	23,951	13,276	10,675	55.4
1983	24,358	13,769	10,589	56.4
1984	26,409	15,043	11,366	57.0
1985	24,920	14,251	10,669	57.2
1986	24,414	14,022	10,392	57.4
1987	25,627	14,908	10,719	58.2
1988	26,339	15,406	10,933	58.5
1989	26,196	15,239	10,957	58.2
1990	26,159	15,125	11,035	57.8

Note: Non-revenue car-miles have been divided equally between loaded and empty car-miles.



LOADED AND EMPTY FREIGHT CAR-MILES BY CAR TYPE

LOADED

Year	Box Cars	Covered Hoppers	Refrig-erators	Gondolas	Open Top Hoppers	Flats	Tanks	All Others	All Cars
1980	3,852,387	2,228,468	1,022,212	915,618	2,210,646	3,173,099	942,113	317,624	14,662,167
1981	3,347,777	1,961,203	876,095	817,481	2,251,397	3,222,146	917,939	359,675	13,753,713
1982	2,536,225	1,706,699	660,638	538,768	1,876,293	3,329,361	810,991	290,846	11,749,821
1983	2,426,073	1,868,584	571,148	471,738	1,749,941	4,068,655	850,402	181,945	12,188,486
1984	2,365,295	1,946,546	530,497	585,378	2,045,534	4,715,611	869,952	188,640	13,247,453
1985	2,172,266	1,684,535	479,273	512,079	1,935,928	4,624,129	838,612	188,353	12,435,175
1986	2,099,919	1,766,185	462,868	497,595	1,754,685	4,594,051	832,159	151,268	12,158,730
1987	2,039,320	1,897,487	485,662	604,900	1,905,441	4,954,063	909,885	136,337	12,933,095
1988	1,925,525	2,005,214	454,254	738,075	1,933,401	5,217,570	901,550	144,638	13,320,227
1989	1,807,891	1,979,085	449,582	688,539	1,886,283	5,175,666	856,309	183,259	13,026,614
1990	1,628,773	1,957,360	506,873	760,680	1,946,846	4,948,154	823,499	170,402	12,742,587

Note: Excludes non-revenue car-miles.

EMPTY

Year	Box Cars	Covered Hoppers	Refrig-erators	Gondolas	Open Top Hoppers	Flats	Tanks	All Others	All Cars
1981	2,841,223	2,172,032	738,075	761,815	2,087,206	1,261,183	1,018,073	356,348	11,235,955
1982	2,167,095	1,858,453	567,961	522,568	1,793,901	1,088,431	906,044	244,512	9,148,965
1983	2,027,591	1,985,568	486,747	448,249	1,719,727	1,220,237	940,242	179,869	9,008,230
1984	1,912,617	2,060,014	441,639	550,474	2,046,488	1,377,794	994,257	188,919	9,572,202
1985	1,740,850	1,811,530	381,809	486,729	1,944,280	1,331,350	974,631	181,726	8,852,905
1986	1,611,908	1,871,457	349,640	477,803	1,767,928	1,345,178	962,682	141,184	8,527,780
1987	1,524,358	1,931,831	370,365	559,728	1,839,408	1,398,657	974,133	119,864	8,718,344
1988	1,525,400	2,006,730	360,007	681,674	1,819,209	1,338,035	999,370	116,904	8,847,329
1989	1,447,396	2,019,963	352,872	662,338	1,802,702	1,336,587	1,007,914	115,226	8,744,998
1990	1,315,894	2,011,352	367,168	718,270	1,873,932	1,299,458	979,393	87,058	8,652,525

Note: Excludes non-revenue car-miles.

FREIGHT CAR-MILES BY TRAIN TYPE

(Millions of Car-Miles)

Year	Total Freight	Unit Train	Way Train	Thru Train
1981	27,968	3,722	2,136	22,110
1982 <1>	23,951	3,439	1,902	18,511
1983	24,358	3,618	2,036	18,705
1984	26,409	4,353	2,589	19,467
1985	24,920	4,201	1,779	18,940
1986	24,414	4,834	1,513	18,067
1987	25,627	5,457	1,834	18,336
1988	26,339	6,008	1,382	18,950
1989	26,196	6,357	1,215	18,624
1990	26,159	6,463	1,167	18,530

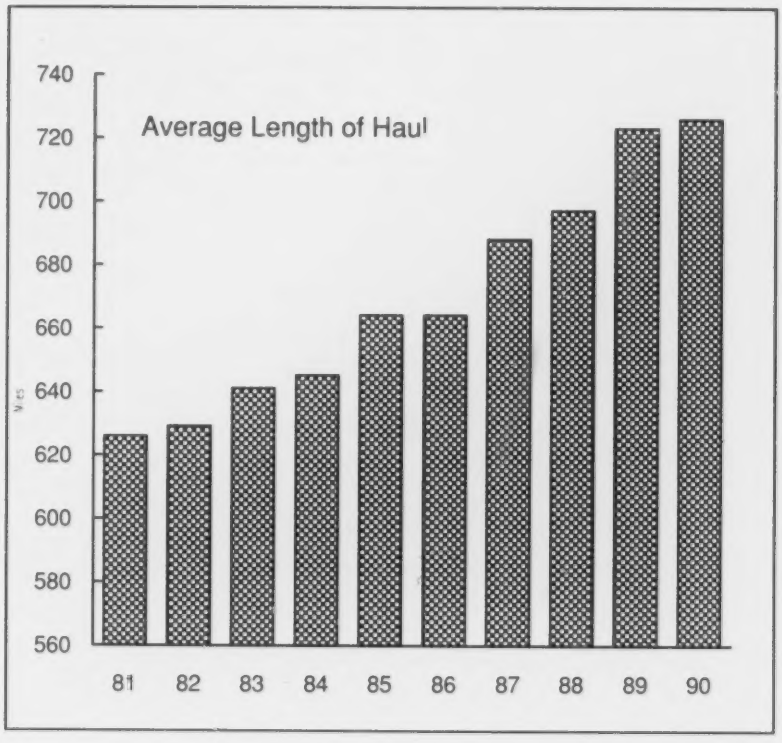
<1> Total car-miles data were revised, but intermediate detail was not provided; therefore the Total column does not equal the sum of the Unit, Way and Thru columns.

AVERAGE NUMBER OF FREIGHT CAR TRIPS PER YEAR

Year	Box Cars	Covered Hoppers	Refrig-erators	Gondolas	Open Top Hoppers	Flats	Tanks	All Cars
1981	9.7	11.8	8.9	17.8	25.3	21.0	7.3	15.1
1982	8.2	10.7	7.7	14.8	21.7	22.0	6.5	13.6
1983	8.8	11.9	7.4	16.2	21.7	26.6	7.0	14.7
1984	9.1	12.0	7.0	18.0	24.8	29.2	7.3	16.0
1985	9.4	11.1	7.0	19.1	24.8	30.9	7.4	16.2
1986	10.2	12.0	7.6	20.4	27.7	33.8	7.9	17.5
1987	11.3	14.4	8.9	22.8	30.2	36.1	8.7	19.4
1988	10.8	14.5	9.0	24.9	30.5	39.4	8.6	21.5
1989	10.3	13.5	9.2	26.1	32.0	37.2	8.3	19.8
1990	10.4	13.5	9.9	27.9	33.8	37.2	8.5	20.5

Source: AAR - "Average Trips per Year"

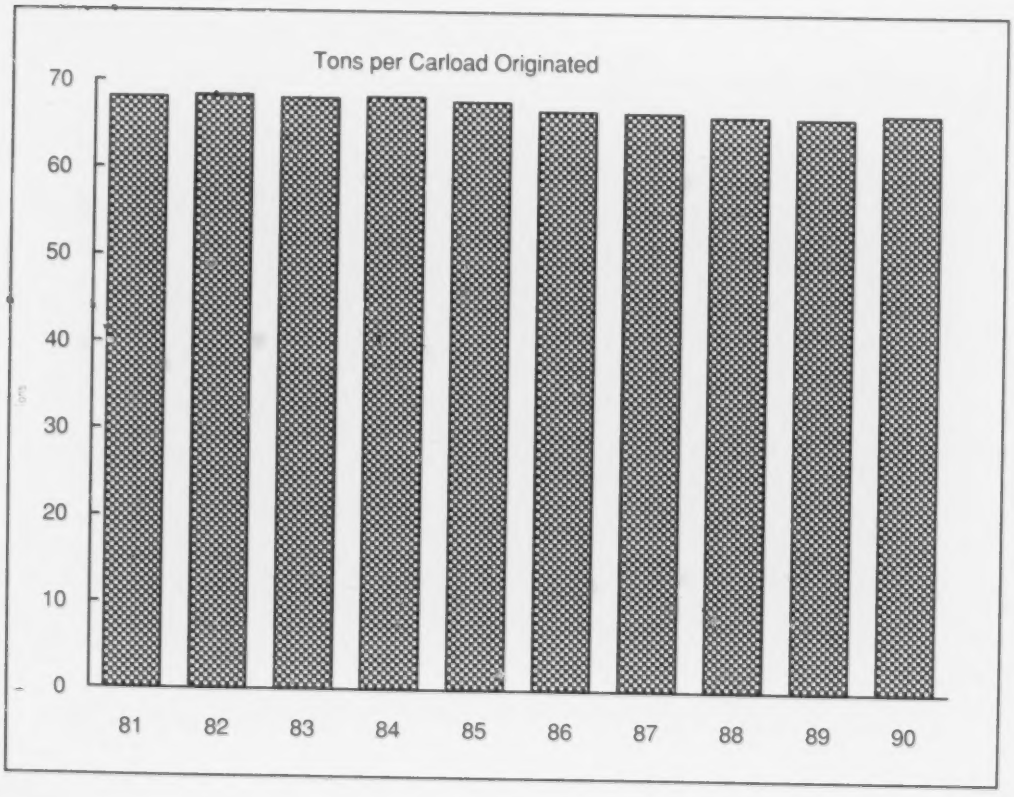
AVERAGE LENGTH OF HAUL



Year	Revenue Ton-Miles (billions)	Tons Originated (millions)	Average Length of Haul (miles)
1981	910	1,453	626
1982	798	1,269	629
1983	828	1,293	641
1984	922	1,429	645
1985	877	1,320	664
1986	868	1,306	664
1987	944	1,372	688
1988	996	1,430	697
1989	1,014	1,403	723
1990	1,034	1,425	726

AVERAGE TONS PER CARLOAD

Year	Tons Originated (thousands)	Carloads Originated (thousands)	Tons per Carload Originated
1981	1,453,022	21,343	68.1
1982	1,268,645	18,585	68.3
1983	1,292,607	19,013	68.0
1984	1,429,388	20,946	68.2
1985	1,319,794	19,501	67.7
1986	1,305,839	19,589	66.7
1987	1,372,262	20,602	66.6
1988	1,429,510	21,600	66.2
1989	1,402,621	21,226	66.1
1990	1,424,880	21,401	66.6



AVERAGE NUMBER OF CARS PER FREIGHT TRAIN

Year	Total Freight Car-Miles (millions)	Freight Train-Miles (thousands)	Average Number of Cars Per Train
1981	27,968	407,520	68.6
1982	23,951	344,936	69.4
1983	24,358	345,916	70.4
1984	26,409	369,403	71.5
1985	24,920	347,292	71.8
1986	24,414	347,234	70.3
1987	25,627	360,692	71.0
1988	26,339	379,271	69.4
1989	26,196	382,661	68.5
1990	26,159	379,582	68.9

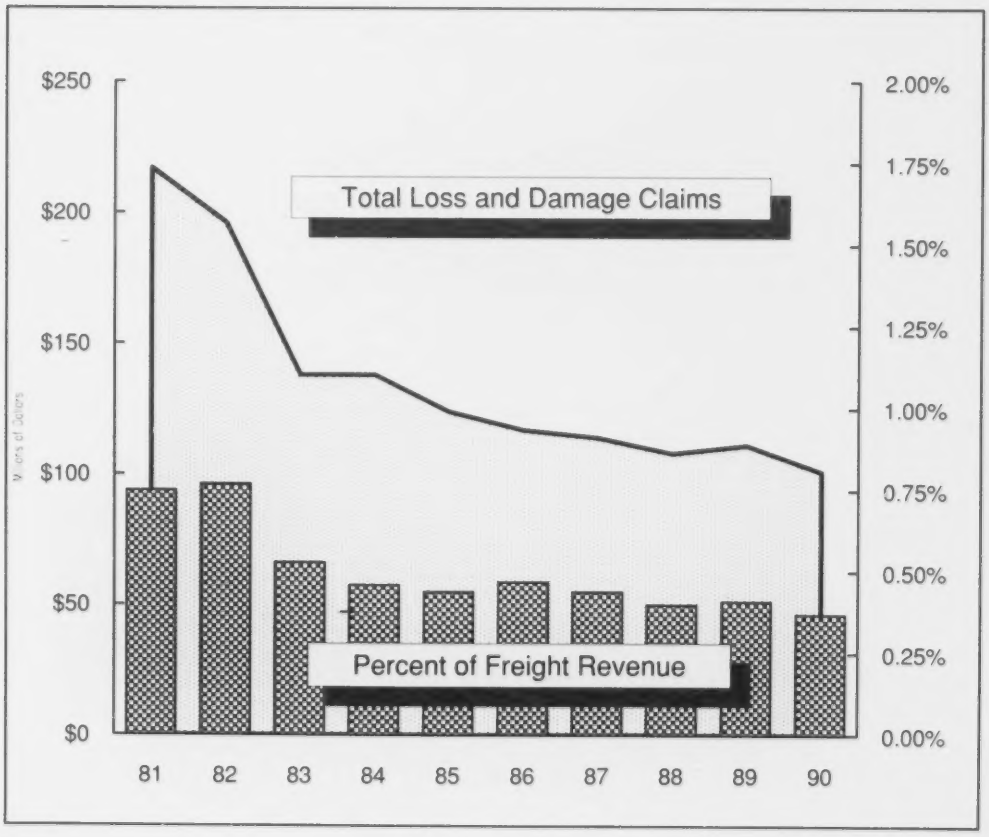
AVERAGE FREIGHT-TRAIN LOAD

Year	Gross Ton-Miles Excluding Locomotives (millions)	Net Ton-Miles (millions)	Freight Train-Miles (thousands)	Average Freight-Train Weight Including Weight of Cars (tons)	Average Freight-Train Load (tons)
1981	1,865,396	923,167	407,520	4,577	2,265
1982	1,634,213	808,910	344,936	4,738	2,345
1983	1,698,163	841,349	345,916	4,909	2,432
1984	1,861,926	939,401	369,403	5,040	2,543
1985	1,765,368	893,809	347,292	5,083	2,574
1986	1,747,921	886,043	347,234	5,034	2,552
1987	1,856,429	953,808	360,692	5,147	2,644
1988	1,931,617	1,009,479	379,271	5,093	2,662
1989	1,929,056	1,026,497	382,661	5,041	2,683
1990	1,990,096	1,045,865	379,582	5,243	2,755

FREIGHT LOSS AND DAMAGE CLAIMS

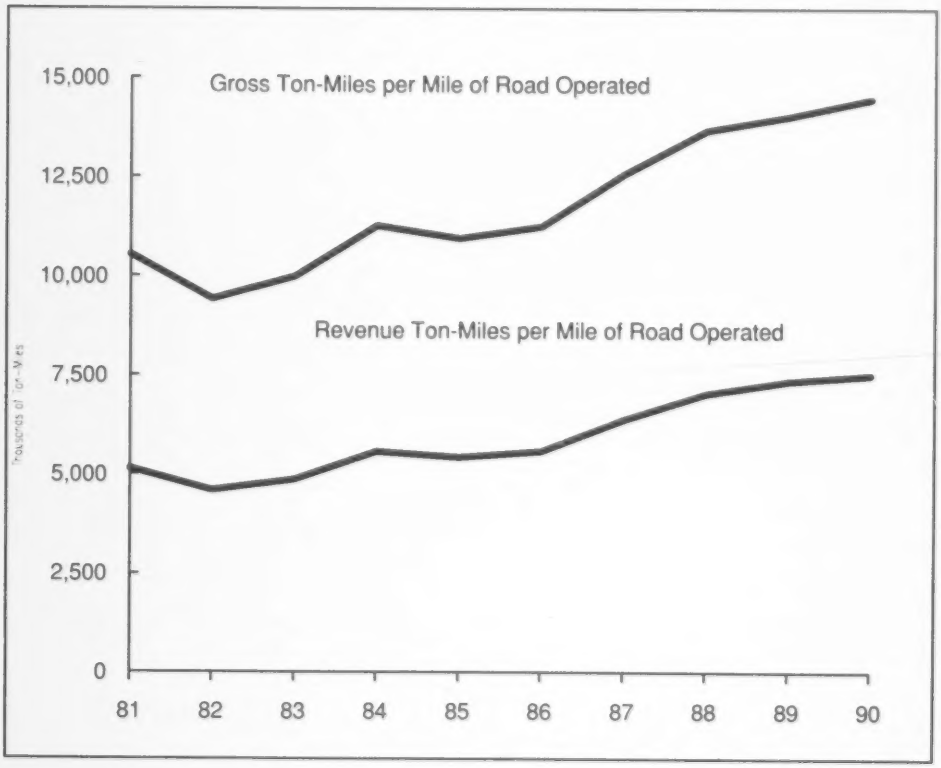
Year	Claims (million $)	Percent of Freight Revenue
1981	$217	0.75 %
1982	196	0.77
1983	138	0.53
1984	138	0.46
1985	124	0.44
1986	117	0.47
1987	114	0.44
1988	108	0.40
1989	111	0.41
1990	101	0.37

Source: AAR Freight Claims Division



TON-MILES PER MILE OF ROAD OPERATED

Year	Gross Ton-Miles (millions)	Net Ton-Miles (millions)	Revenue Ton-Miles (millions)	Average Miles of Road Operated	Ton-Miles per Mile of Road (thousands)		
					Gross Ton-Miles	Net Ton-Miles	Revenue Ton-Miles
1981	1,865,396	923,167	910,169	177,012	10,538	5,215	5,142
1982	1,634,213	808,910	797,759	173,656	9,411	4,658	4,594
1983	1,698,163	841,349	828,275	169,862	9,997	4,953	4,876
1984	1,861,926	939,401	921,542	165,221	11,269	5,686	5,578
1985	1,765,368	893,809	876,984	161,037	10,962	5,550	5,446
1986	1,747,921	886,043	867,722	155,315	11,254	5,705	5,587
1987	1,856,429	953,808	943,747	147,566	12,580	6,464	6,395
1988	1,931,617	1,009,479	996,182	140,767	13,674	7,146	7,052
1989	1,929,056	1,026,497	1,013,841	137,504	14,029	7,465	7,373
1990	1,990,096	1,045,865	1,033,969	133,189	14,473	7,606	7,520



REVENUE TON-MILES PER CAR LOADED

Year	Revenue Ton-Miles (millions)	Originated Carloads (thousands)	Revenue Ton-Miles per Car Loaded
1981	910,169	21,343	42,645
1982	797,759	18,585	42,925
1983	828,275	19,013	43,564
1984	921,542	20,946	43,996
1985	876,984	19,501	44,971
1986	867,722	19,589	44,296
1987	943,747	20,602	45,809
1988	996,182	21,600	46,120
1989	1,013,841	21,226	47,764
1990	1,033,969	21,401	48,314

REVENUE TON-MILES PER EMPLOYEE AND EMPLOYEE HOUR

	Freight Revenue Ton-Miles Per	
Year	Employee (millions)	Employee Hour Paid For
1981	2.2	906
1982	2.2	927
1983	2.6	1,072
1984	2.9	1,167
1985	2.9	1,196
1986	3.2	1,302
1987	3.8	1,531
1988	4.2	1,683
1989	4.5	1,776
1990	4.8	1,900

Note: Freight Service employment and hours estimated on the basis of ratio of freight operating expenses to total operating expenses.

NET TON-MILES PER LOADED CAR-MILE

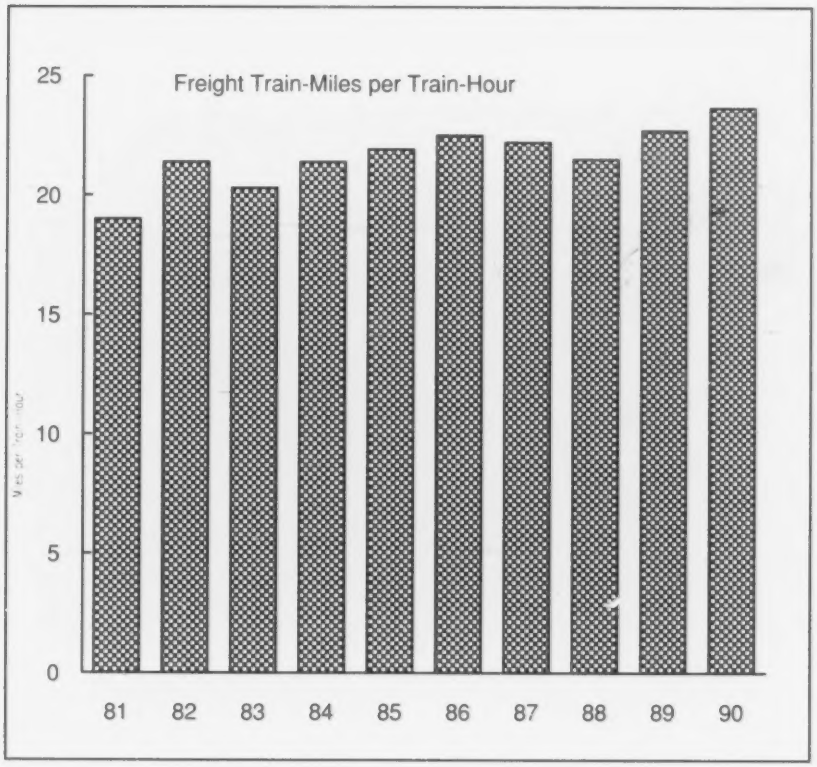
Year	Net Ton-Miles (millions)	Loaded Car-Miles (millions)	Net Ton-Miles Per Loaded Car-Mile
1981	923,167	15,243	60.6
1982	808,910	13,276	60.9
1983	841,349	13,769	61.1
1984	939,401	15,043	62.4
1985	893,809	14,251	62.7
1986	886,043	14,022	63.2
1987	953,808	14,908	64.0
1988	1,009,479	15,406	65.5
1989	1,026,497	15,239	67.4
1990	1,045,865	15,125	69.1

Note: Loaded car-miles include 50 percent of non-revenue car-miles.

NET TON-MILES PER TRAIN-HOUR

Year	Net Ton-Miles (millions)	Freight Train-Hours (thousands)	Net Ton-Miles Per Train-Hour
1981	923,167	21,415	43,109
1982	808,910	16,104	50,232
1983	841,349	17,027	49,413
1984	939,401	17,248	54,465
1985	893,809	15,864	56,343
1986	886,043	15,438	57,393
1987	953,808	16,248	58,703
1988	1,009,479	17,607	57,335
1989	1,026,497	16,842	60,949
1990	1,045,865	16,044	65,188

AVERAGE TRAIN SPEED

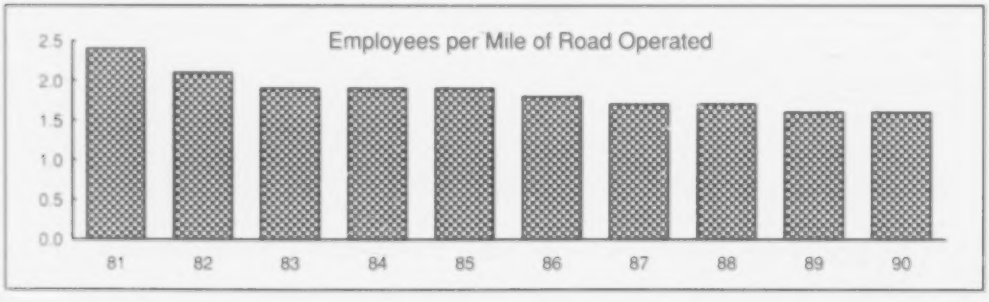


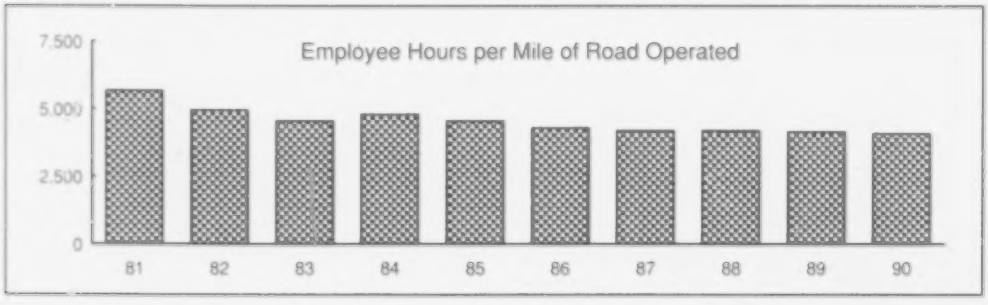
Year	Freight Train-Miles (thousands)	Freight Train-Hours (thousands)	Freight Train-Miles per Train-Hour
1981	407,520	21,415	19.0
1982	344,936	16,104	21.4
1983	345,916	17,027	20.3
1984	369,403	17,248	21.4
1985	347,292	15,864	21.9
1986	347,2[illegible]	15,438	22.5
1987	360,692	16,248	22.2
1988	379,271	17,607	21.5
1989	382,661	16,842	22.7
1990	379,582	16,044	23.7

EMPLOYEES AND EMPLOYEE HOURS PER MILE OF ROAD OPERATED

Year	Employees Per Mile of Road Operated (Freight)	Employee Hours Per Mile of Road Operated (Freight)
1980	2.5	6,025
1981	2.4	5,678
1982	2.1	4,954
1983	1.9	4,551
1984	1.9	4,778
1985	1.9	4,555
1986	1.8	4,292
1987	1.7	4,178
1988	1.7	4,189
1989	1.6	4,152
1990	1.6	4,085

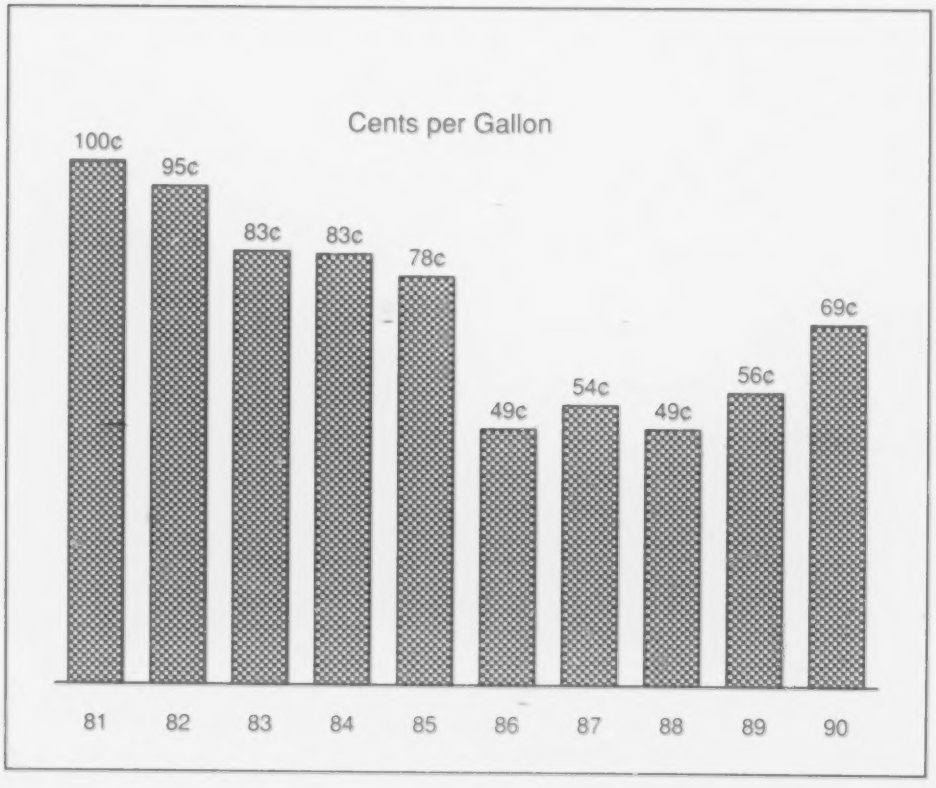
Note: Freight Service employment and hours estimated on the basis of ratio of freight operating expenses to total operating expenses.





DIESEL FUEL PRICE

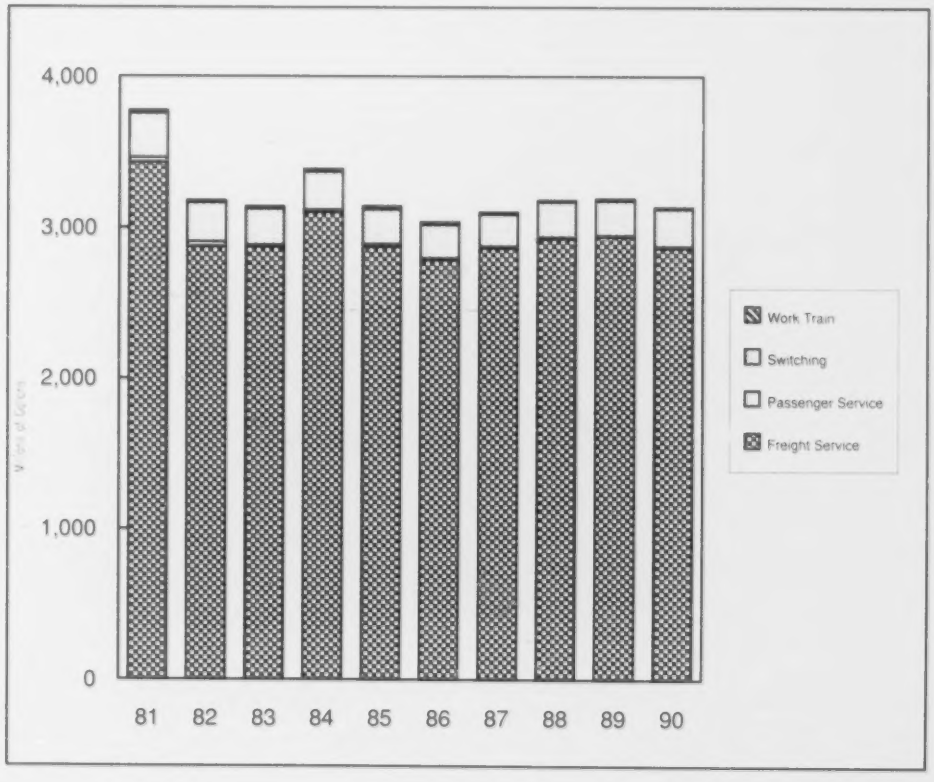
Year	Average Price Per Gallon	
	Cents	Index
1981	100.22	100.0
1982	95.43	95.2
1983	83.12	82.9
1984	82.57	82.4
1985	78.34	78.2
1986	49.23	49.1
1987	53.81	53.7
1988	49.15	49.0
1989	56.27	56.1
1990	69.41	69.3



CONSUMPTION OF DIESEL FUEL

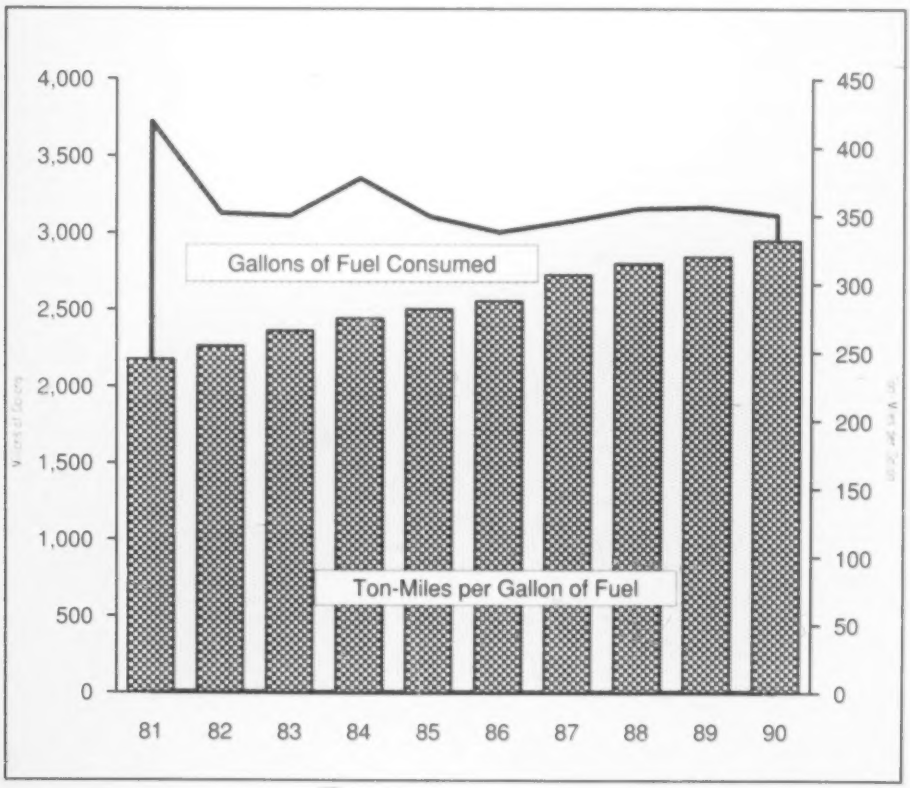
(Millions of Gallons)

Year	Total	Freight Service	Passenger Service	Switching	Work Train
1981	3,774	3,429	34	293	18
1982	3,178	2,872	34	258	15
1983	3,137	2,872	11	240	15
1984	3,388	3,104	11	252	21
1985	3,144	2,878	11	232	23
1986	3,039	2,787	11	221	20
1987	3,102	2,864	11	215	12
1988	3,182	2,926	11	233	12
1989	3,191	2,939	11	230	11
1990	3,134	2,865	11	249	9



FUEL EFFICIENCY

Year	Revenue Ton-Miles (millions)	Fuel Consumed in Freight Service and Switching (million gallons)	Ton-Miles per Gallon of Fuel Consumed
1981	910,169	3,722	245
1982	797,759	3,130	255
1983	828,275	3,112	266
1984	921,542	3,355	275
1985	876,984	3,110	282
1986	867,722	3,008	288
1987	943,747	3,079	307
1988	996,182	3,159	315
1989	1,013,841	3,169	320
1990	1,033,969	3,115	332



LIST OF U.S. FREIGHT RAILROADS

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U.S. FREIGHT RAILROADS

Class I Railroads

Atchison, Topeka & Santa Fe Rwy. Co.

Burlington Northern, Inc.

Chicago & North Western Transportation Co.

Consolidated Rail Corp.

CSX Transportation

Denver & Rio Grande Western RR Co.

Florida East Coast Rwy.

Grand Trunk Western RR Co.

Illinois Central RR Co.

Kansas City Southern Rwy. Co.

Norfolk Southern Corp.

Soo Line RR Co.

Southern Pacific Transportation Co.

Union Pacific RR Co.

U.S. FREIGHT RAILROADS

Regional Railroads

Alaska RR Corp.

Bangor & Aroostook RR

Bessemer & Lake Erie RR

Buffalo & Pittsburgh RR, Inc.

Central Vermont Rwy.

Chicago, Central & Pacific RR

D & H Corp.

Dakota, Minnesota & Eastern RR

Dakota, Missouri Valley, & Western

Detroit & Mackinac Rwy.

Duluth, Missabe & Iron Range Rwy.

Duluth, Winnipeg & Pacific Rwy.

Elgin, Joliet & Eastern Rwy.

Gateway Western RR

Georgia, Southern & Florida Rwy.

Iowa Interstate RR, Ltd.

Kyle RR

MidSouth Rail Corp.

Montana Rail Link

New York, Susquehanna & Western Ry.,

Paducah & Louisville Rwy.

Pittsburgh & Lake Erie RR

Red River Valley & Western RR Co.

Richmond, Fredericksburg & Potomac RR

SouthRail Corp.

Springfield Terminal Rwy. (MA)

Tuscola & Saginaw Bay Rwy.

Wheeling & Lake Erie Rwy. Co.

Wisconsin & Calumet RR

Wisconsin Central Ltd.

U.S. FREIGHT RAILROADS

Local Linehaul Railroads

Abbeville-Grimes Rwy. Co., Inc.
Aberdeen & Rockfish RR
Aberdeen, Carolina and Western Rwy. Co.
Acadiana Rwy. Co.
Alabama & Florida RR
Alexander RR
Algers, Winslow & Western Rwy.
Allegheny RR
Almanor RR
Amador Central RR
Angelina & Neches River RR
Ann Arbor RR Co.
Apache Rwy.
Apalachicola Northern RR
Arcade & Attica RR
Arizona & California RR Co. Ltd.
Arkansas & Louisiana Missouri Rwy.
Arkansas & Missouri RR
Arkansas Western Rwy.
Ashland Rwy. Co.
Ashley, Drew & Northern Rwy.
AT&L RR
Atlanta & St. Andrews Bay Rwy.
Atlantic & East Carolina Rwy.
Atlantic & Western Rwy.
Atlantic and Gulf RR
Austin and Northwestern RR - TX-NM Div
Bath & Hammondsport RR
Batten Kill RR Co., Inc.
Bauxite & Northern Rwy.
Bay Colony RR Corp.
Beaufort & Morehead RR
Beech Mountain RR Co.
Belfast & Moosehead Lake RR
Birmingham Southern RR
Bloomer Line
Blue Mountain & Reading RR
Border Pacific RR
Buckingham Branch RR Co.
Buffalo Ridge RR Co.
Cadillac & Lake City Rwy.
California Western RR
Camas Prairie RR
Cambria & Indiana RR Co.
Camp LeJeune RR
Carolina & Northwestern RR, Inc.
Carolina Coastal Rwy., Inc.
Cedar Rapids & Iowa City Rwy.
Cedar Valley RR
Central California Traction Co.
Central Michigan Rwy. Co.
Central Montana Rail
Chaparral RR
Chattahoochee Industrial RR
Chattahoochee Valley RR
Chattooga & Chickamauga Rwy. Co.
Cheney RR Co., Inc.
Chesapeake & Albemarle RR Co.
Chesapeake & Western Rwy.
Chicago & Illinois Midland Rwy.
Chicago, SouthShore, & South Bend RR
City of Prineville Rwy.
Claremont Concord RR Corp.
Clarendon & Pittsford RR

U.S. FREIGHT RAILROADS

Local Linehaul Railroads (cont.)

Colonel's Island RR
Colorado & Wyoming Rwy.
Columbia & Cowlitz Rwy.
Columbus & Greenville Rwy.
Commonwealth Rwy., Inc.
Connecticut Central RR
Copper Basin RR
Corinth & Counce RR
D&I RR
Dakota Rail Inc.
Dakota Southern Rwy.
Dansville & Mt. Morris RR Co.
Dardanelle & Russellville RR
De Queen & Eastern RR
Delaware Coast Line RR
Delta Southern RR Co.
Depew, Lancaster & Western RR
Dunn-Erwin Rwy.
East Cooper & Berkeley RR Co.
East Tennessee Rwy. Corp.
Eastern Shore RR
El Dorado & Wesson Rwy.
Escanaba & Lake Superior RR
Eureka Southern RR
Everett RR
Florida Central RR Co.
Florida Midland RR Co.
Florida Northern RR Co., Inc.
Florida West Coast RR, Inc.
Floydada and Plainview RR Co.
Fordyce & Princeton RR
Fore River Rwy. Co., Inc.
Fox River Valley RR Co.
Garden City Northern Rwy., Inc.
Garden City Western Rwy.
Genesee & Wyoming RR
Georgetown RR
Georgia Central Rwy./Div. of Wilm. Term.
Georgia Northern Rwy.
Georgia Southwestern Div., SC Central RR
Gettysburg RR
Gloster Southern RR Co.
Golden Triangle RR
Grainbelt Corp.
Graysonia, Nashville & Ashdown RR
Great Smoky Mountains Rwy., Inc.
Great Walton Rail Co.
Great Western Rwy.
Green Bay & Western RR
Green Mountain RR Corp.
Greenville & Northern Rwy.
Hampton & Branchville RR
Hartford & Slocomb RR
Hartwell RR Co.
High Point, Thomasville & Denton RR
Hillsdale County Rwy.
Hollis & Eastern RR
Housatonic RR Co., Inc.
Huntsville & Madison County RR Authority
Huron & Eastern Rwy.
Indiana & Ohio Central RR., Inc.
Indiana & Ohio Eastern RR
Indiana & Ohio Rwy.
Indiana and Ohio RR

U.S. FREIGHT RAILROADS

Local Linehaul Railroads (cont.)

Indiana Rail Road
Iowa Northern Rwy. Co.
J & J RR
J. K. Line, Inc.
Jackson & Southern RR
Kalamazoo, Lake Shore & Chicago Rwy.
Kankakee, Beaverville & Southern RR
Kansas Southwestern Rwy.
KCT Rwy. Corp.
Kelley's Creek & Northwestern RR
Kentucky & Tennessee Rwy.
Keokuk Junction Rwy.
Kiamichi RR Co.
Klamath Northern Rwy.
Knox & Kane RR
KWT RR, Inc.
Lackawanna Valley RR Corp.
Lake Erie, Franklin & Clarion RR
Lake Superior & Ishpeming RR
Lancaster & Chester Rwy.
Laurinburg & Southern RR
Lewis & Clark Rwy. Co.
Little Rock & Western Rwy. Corp.
Live Oak, Perry & South Georgia Rwy.
Livonia, Avon & Lakeville RR Corp.
Long Island Rail Road
Longview, Portland & Northern Rwy.
Louisiana & North West RR Co.
Louisiana Southern Rwy.
M Line RR
Madison RR., Madison Port Authority
Magma Arizona RR
Maine Coast RR Corp.
Maryland & Delaware RR
Maryland & Pennsylvania RR
Maryland Midland Rwy.
McCloud River RR Co.
Meridian & Bigbee RR
Mid Atlantic RR Co., Inc.
Middletown & Hummelstown RR Co.
Middletown and New Jersey Rwy. Co. Inc.
MidLouisiana Rail Corp.
Midwest Coal Hauling Co., Inc.
Minnesota Commercial Rwy.
Mississippi & Skuna Valley Rwy.
Mississippi Delta RR
Mississippi Export RR
Mississippian Rwy. Cooperative, Inc.
MNVA RR, Inc.
Monongahela Rwy.
Montana Western Rwy. Co., Inc.
Morristown & Erie Rwy., Inc.
Moscow, Camden & San Augustine RR
Mt. Hood RR
Nash County RR Corp.
Nashville & Eastern RR Corp.
Natchez Trace RR
New England Southern RR Co., Inc.
New Hampshire and Vermont RR Co.
New Hampshire Northcoast Corp.
New Hope & Ivyland RR
New York & Lake Erie RR
Nicholas, Fayette & Greenbrier RR
Nicolet Badger Northern RR, Inc.

U.S. FREIGHT RAILROADS

Local Linehaul Railroads (cont.)

Nittany & Bald Eagle RR
North Shore RR
Northeast Kansas & Missouri Div., Mid-MI
Northwestern Pacific RR
Octararo Rwy.
Ogeechee Rwy. Co.
Ohio Central RR, Incorporated
Oil Creek & Titusville Lines, Inc.
Old Augusta RR
Ontario Central RR
Ontario Midland RR
Osage RR/Div. of Southeast Kansas
Otter Tail Valley RR
Ouachita RR
Pearl River Valley RR
Pee Dee River Rwy.
Pend Oreille Valley RR
Pickens RR Co. - Honea Path Div.
Pickens RR Co.
Pioneer Valley RR
Pittsburg & Shawmut RR
Pittsburgh, Chartiers & Youghiogheny Ry.
Point Comfort & Northern Rwy.
Port of Royal Slope RR
Port Royal RR
Portland Traction Co.
Prescott & Northwestern RR
Providence & Worcester RR
R. J. Corman RR - Cleveland Line
R. J. Corman RR - Memphis Line
Rarus Rwy. Corp.
Red Bank RR Co.
Red Springs & Northern RR
Rochester & Southern RR, Inc.
Rockdale, Sandow & Southern RR
Sabine River & Northern RR
Salt Lake, Garfield & Western Rwy.
San Diego & Imperial Valley RR
San Luis Central RR
San Manuel Arizona RR
Sand Springs Rwy.
Sandersville RR
Santa Maria Valley RR
Seagraves, Whiteface and Lubbock RR Co.
Seminole Gulf Rwy., L. P.
Sequatchie Valley RR
Shamokin Valley RR Co.
Shore Fast Line RR Co.
Sierra RR
Sisseton Milbank RR, Inc.
Somerset RR Corp.
South Branch Valley RR
South Central Tennessee RR
South Kansas & Oklahoma RR
Southern Alabama RR Co., Inc.
Southern Indiana Rwy.
Southern San Luis Valley RR
Southwestern RR
SPCSL Corp.
Spencerville & Elgin RR
St. Lawrence & Atlantic RR Co.
St. Lawrence & Raquette River RR
St. Maries River RR
St. Mary's RR

U.S. FREIGHT RAILROADS

Local Linehaul Railroads (cont.)

State University RR
Stewartstown RR Co.
Stockton Terminal & Eastern RR
Stourbridge RR Co.
Strouds Creek & Muddlety RR
Tennessee Rwy.
Tennessee Southern RR Co., Inc.
Tennessee, Alabama & Georgia Rwy.
Tennken RR
Terre Haute, Brazil & Eastern RR
Texas & Northern Rwy. Co.
Texas Central RR
Texas Mexican Rwy.
Texas North Western Rwy.
Texas South-Eastern RR
Texas, Oklahoma & Eastern RR
Tioga Central RR Co.
Toledo, Peoria & Western Rwy. Corp.
Tradewater Rwy.
Transkentucky Transportation RR
Trona Rwy.
Tulsa-Sapulpa Union Rwy.
Tyburn RR Co.
Utah Rwy. Co.
Valdosta Southern RR
Vandalia RR
Ventura County RR
Vermont Rwy.
Visalia Electric RR
Walking Horse & Eastern RR
Warren & Saline River RR Co.
Washington Central RR Co.
West Tennessee RR
West Virginia Northern RR, Ltd.
Western Rail Road Co.
Winston-Salem Southbound Rwy.
Wiregrass Central RR Co
Wisconsin & Southern RR
Wyoming & Colorado RR
Yadkin Valley RR Co.
Yorkrail, Inc.
Youngstown & Southern Rwy.

U.S. FREIGHT RAILROADS

Local Switching and Terminal Railroads

Adrian & Blissfield Rail Road Co.
Akron & Barberton Belt RR
Alameda Belt Line
Albany Port RR Corp.
Aliquippa & Southern RR
Alton & Southern Rwy.
Appanoose County Community RR
Arizona Central RR, Inc.
Arizona Eastern Rwy. Co.
Aroostook Valley RR
Ashtabula, Carson & Jefferson RR
Atlanta, Stone Mountain & Lithonia Ry.
Austin & Northwestern RR Co.
Baltimore & Annapolis RR
Belt Rwy. Co. of Chicago
Berlin Mills Rwy., Inc.
Bi-State Develop./Rail Switching of MO
Black River & Western RR
Borinstein RR
Brandon Corp.
Brandywine Valley RR
Brownsville & Rio Grande Intl. RR
Buffalo Southern RR
Burlington Junction Rwy.
C&S RR Corp.
Cairo Terminal RR
Caney Fork & Western RR
Canton RR
Cape Fear Rwy.s
Carolina Piedmont Div., SC Central RR
Carolina Rail Services Co.
Central Indiana & Western RR
Central New York RR Corp.
Central RR Co. of Indianapolis
Chestnut Ridge Rwy.
Chicago Rail Link
Chicago Short Line Rwy.
Chicago, West Pullman & Southern RR
Coe Rail
Columbia Terminal
Conemaugh & Black Lick RR
Council Bluffs Rwy.
Crab Orchard & Egyptian RR
Cuyahoga Valley Rwy. Co.
Davenport, Rock Island & Northwestern Ry
Delray Connecting RR
Delta Valley & Southern Rwy.
Denver Rwy., Inc.
Duluth & Northeastern Rwy.
East Camden & Highland RR
East Erie Commercial RR
East Jersey RR & Terminal Co.
Eastern Alabama Rwy.
Farmrail Corp.
Ferdinand & Huntingburg RR
Fort Worth & Western RR Co.
Fremont, West Point & Pacific Rwy., Inc.
Galveston Rwy., Inc.
Georgia Great Southern Div., SC Central
Georgia Northeastern RR Co., Inc.
Georgia Woodlands RR Co.
Golden Cat RR Corp.

U.S. FREIGHT RAILROADS

Local Switching and Terminal Railroads (cont.)

Grafton & Upton RR
Great River RR
Harbor Belt Line RR
Houston Belt & Terminal Rwy.
Hutchinson & Northern Rwy.
Indian Creek RR
Indiana Harbor Belt RR
Indiana Hi-Rail Corp.
Iowa Traction RR Co.
Jaxport Terminal Rwy. Co.
Jefferson Warrior RR
Kansas and Missouri Rwy. & Term. Co.
Kansas City Public Service Frt Operation
Kansas City Terminal Rwy.
Lake Terminal RR Co.
Landisville RR
Levin-Richmond Terminal RR
Little Kanawha River Rail
Little Rock Port RR
Logansport & Eel River Short-Line Co.
Longview Switching Co.
Los Angeles Junction Rwy.
Louisiana & Delta RR, Inc.
Louisville, New Albany & Corydon RR.
Mahoning Valley Rwy.
Manufacturers Junction Rwy.
Manufacturers Rwy. Co.
Marinette, Tomahawk & Western RR
Massachusetts Central RR Corp.
Massena Terminal RR
McCormick, Ashland City & Nashville RR C
McKeesport Connecting RR Co.
MG Rail, Inc.
Michigan Shore RR
Mid-Michigan RR, Inc.
Midland Terminal Co.,
Mineral Wells & Eastern Rwy. Co.
Minnesota, Dakota & Western Rwy.
Modesto & Empire Traction Co.
Monongahela Connecting RR Co.
Mount Vernon Terminal Rwy.
Muncie & Western RR
Municipality of East Troy RR
N. D. C. RR Co.
New Orleans Lower Coast RR
New Orleans Public Belt RR
New Orleans Terminal Co.
New York Cross Harbor RR Term.
Newburgh & South Shore RR
Nimishillen & Tuscarawas Rwy. Co.
Norfolk & Portsmouth Belt Line RR
North Carolina & Virginia RR Co
Northwestern Oklahoma RR
Oakland Terminal Rwy.
Ogden Union Rwy. & Depot Co.
Ohi-Rail Corp.
Ohio Southern RR, Inc.
Omaha, Lincoln & Beatrice Rwy.
Oregon, Pacific & Eastern Rwy.
Patapsco & Back Rivers RR
Pecos Valley Southern Rwy.
Peninsula Terminal Co.

U.S. FREIGHT RAILROADS

Local Switching and Terminal Railroads (cont.)

Peoria & Pekin Union Rwy.
Peoria, Peoria Heights & Western RR.
Philadelphia, Bethlehem & New England RR
Pigeon River RR
Pittsburgh & Ohio Valley Rwy.
Pittsburgh, Allegheny & McKees Rocks RR
Pocono Northeast Rwy. Inc.
Port Bienville RR
Port Jersey RR
Port of Tillamook Bay RR
Port Terminal RR Assoc.
Port Terminal RR of South Carolina
Port Utilities Comm. of Charleston, S.C.
Portland Terminal RR
Poseyville & Owensville RR Co Inc
Quincy RR
R. J. Corman RR Corp.
RR Switching Service of Missouri
Reading Blue Mountain & Northern RR Co.
River Terminal Rwy.
San Francisco Belt RR
Savannah State Docks RR
Sidney & Lowe RR
South Brooklyn Rwy.
South Buffalo Rwy.
South Carolina Central RR - GA & AL Div.
South Carolina Central RR. Co., Inc.
South Central Florida RR Co.
Southeast Kansas RR Co.
St. Johns River Terminal Co.
Staten Island Rwy. Corp.
Steelton & Highspire RR
Sterling Belt Line Rwy.
Strasburg Rail Road Co.
Sunset Rwy.
Tacoma Municipal Belt Line RR
Terminal RR Assn. of St. Louis
Terminal Rwy. Alabama State Docks
Texas City Terminal Rwy.
Texas Northeastern RR
Texas Transportation Co.
Thermal Belt Rwy.
Tonawanda Island RR
Towanda-Monroeton Shipper Lifeline
Turtle Creek Industrial RR
Twin State RR Co.
Tyson RR, Inc.
Union RR
Upper Merion & Plymouth RR
Wabash & Grand River Rwy. Co.
Waccamaw Coast Line RR Co., Inc.
Washington County RR Corp.
WCTU
West Jersey RR Co.
West Shore RR Corp.
Wichita, Tillman & Jackson Rwy. Co.
Willamette Valley RR
Willamina & Grand Ronde Rwy. Co.
Wilmington & Western Rwy. Corp.
Wilmington Terminal RR, Inc.
Winchester & Western RR
Yolo Shortline RR Co.
Youngstown & Austintown RR, Inc.
Yreka Western RR

RAILROAD ORGANIZATIONS

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ASSOCIATION OF AMERICAN RAILROADS

MAIN OFFICES

50 F Street, N.W.
Washington, D.C. 20001
(202) 639-2100 FAX (202) 639-5546

TECHNICAL CENTER

3140 S. Federal Street
Chicago, IL 60616
(312) 567-3575 FAX (312) 567-5286

TRANSPORTATION TEST CENTER

P.O. Box 11130
D.O.T. Road
Pueblo, CO 81001
(719) 584-0501 FAX (719) 584-0672

Inception

The AAR was established in 1934 as an umbrella organization consolidating a number of smaller, more specialized groups. Among its forerunners were the Master Car Builders, the General Time Convention, the American Railway Association, the Association of Railway Executives, the Railway Accounting Officers Association, the Railway Treasury Officers Organization, the Bureau of Railway Economics, and the Bureau for Safe Transportation of Explosives and Other Dangerous Articles.

Services

The AAR serves its members in matters that require joint handling, in the interest of an adequate and efficient railroad system. These matters include operation, maintenance, safety, research, economics, finance, accounting, data systems, and public information. In addition, the AAR represents the railroads before the courts, administrative tribunals, Congressional committees, and other governmental bodies. One of the Association's most important functions is to work with committees made up of member railroads on matters affecting the industry as a whole.

Membership

14 Class I railroad members
24 Local and Regional railroad members
12 Canadian and Mexican railroad members

Composition of Board of Directors

The Board of Directors is composed of Chief Executive Officers (Presidents, Chairmen, Trustees, and Receivers) or other such officers or directors approved by the Board, and the President of the AAR who is Ex Officio Chairman.

Departmental Organization

Administrative and Executive
Economics and Finance
Information and Public Affairs
Law
Legislative
Operations and Maintenance
Research and Test

Subsidiary Organization

RAILINC

AMERICAN SHORT LINE RAILROAD ASSOCIATION

2000 Massachusetts Avenue, N.W.
Washington, D.C. 20036
(202) 785-2250

Inception

In 1913, representatives of 22 short line railroads organized the Short Line Railroad Association of the Southeast. Accumulated experience led to the general belief that this Association should become national in scope, and subsequently the name was changed to the American Short Line Railroad Association. The general office of the Association was established in Washington, D.C. in 1917.

Services

Services provided by the ASLRA for its nationwide membership include keeping them informed of all proposed rules and regulations and matters of current interest; statutory agent functions; legal consultation pertinent to proceedings before the various agencies; representation before various government bodies and Committees of Congress on pending and proposed legislation; retention of a close relationship with the Association of American Railroads through membership on the various AAR committees; and nationwide representation on all rate associations to insure protection of member lines' interests on traffic-related subjects.

Membership

385 Regional and Local railroads
240 Associate members from rail-related industries

Source: American Short Line Railroad Association

REGIONAL RAILROADS OF AMERICA

122 C Street, N.W., Suite 850
Washington, D.C. 20001
(202) 638-7790

Inception

Regional Railroads of America was formed in January 1987 as a lobbying organization concentrating primarily on issues facing regional railroads as small businesses. The sole purpose of the organization is to encourage change in federal laws as applied to regional rail carriers. Specifically the RRA is concentrating on the Railroad Retirement system, rules concerning labor protection, FELA legislation, and rulings on secondary picketing. In addition the RRA is studying the infrastructure of the industry to determine the rehabilitation requirements necessary to ensure a successful business.

Services

The members of the RRA testify before Congress, write and distribute position papers, give speeches, and lobby individual members of Congress. The RRA is organized on a committee-basis, with each committee being chaired by a member. Most business is conducted by those committees.

Membership

111 Regional and Local railroads
42 Associate members from rail-related industries

Composition of Board of Directors

The RRA has a nine-member board composed of CEO's or other executive officers of member roads.

Source: Regional Railroads of America

NATIONAL RAILWAY LABOR CONFERENCE

1901 L Street, N.W.
Suite 500
Washington, D.C. 20036
(202) 862-7200

Inception

The National Railway Labor Conference became operational on January 1, 1963, when it took over the responsibilities of three regional associations that had been the railroads' representatives in labor negotiation in their respective areas. The NRLC offices were moved from Chicago to Washington, D.C. in 1968.

Services Provided

NRLC serves as the railroads' representative in national contract negotiations with railroad unions. Most of the large freight carriers, and many smaller ones, negotiate some or all of their contracts with individual unions at the national level. NRLC also advises railroads on labor-related matters, including the interpretation of contracts, and administers the national health and welfare plan for contract employees.

Source: National Railway Labor Conference

RAILROAD RETIREMENT BOARD

844 Rush Street
Chicago, IL 60611
(312) 751-4500

Background

The first Railroad Retirement Act, enacted on June 27, 1934, was declared unconstitutional by the Supreme Court before it became operational. A new retirement bill was enacted on August 29, 1935. This bill was also challenged on the grounds that neither the railroads nor the employees could be forced to contribute to annuity payments. At the suggestion of President Roosevelt, the President of the Association of American Railroads and the Chairman of the Railway Labor Executives' Association formed a joint conference to work out a solution to the pension issue. The conference's proposals resulted in the Railroad Retirement Act of 1937. Since that time, there have been many amendments and additions to the Act.

Functions of the Board

The Board's major function is to administer, under Federal control, a retirement, unemployment, and sickness benefit system covering railroad workers engaged in interstate commerce, and employees of railroad labor organizations and their subordinate units, and railroad associations.

Source: Railroad Retirement Board

RAILWAY PROGRESS INSTITUTE

700 North Fairfax Street
Alexandria, VA 22314
(703) 836-2332

Inception

Organized as the Railway Business Association in 1908, the name was changed to Railway Progress Institute in 1955.

Services

The Railway Progress Institute is a national association that represents about 150 railroad equipment and supply companies. The Institute's services relate primarily to governmental affairs and technical operations in connection with the Association of American Railroads.

Source: Railway Progress Institute

TRAILER TRAIN

101 North Wacker Drive
Chicago, IL 60606
(312) 853-3223

Inception

Trailer Train was created on November 9, 1955, and began operations March 17, 1956, predicated upon a need to meet public demand for TOFC service with emphasis on uniform design characteristics to permit expeditious interchanging of traffic. Trailer Train commenced operation with a fleet of 500 cars. The fleet was expanded in the early 1960's to include double and triple deck rack cars for transportation of new automobiles. Other specialized flat cars were added in subsequent years.

Ownership

14 railroads

Operational Characteristics

Trailer Train's free-running fleet is available to railroads upon demand. This provides access to a large fleet of cars without incurring long-term financial obligations. Car hire rates are priced at levels below ICC rates.

Size of Fleet 12/31/90

85,459	Flat Cars
13,227	Box Cars
1,194	Gondolas
99,880	Total

Financial Data (1990)

$1,520,953,000	Total Assets
1,056,728,000	Total Liabilities
464,225,000	Stockholders' Equity
480,921,000	Operating Expenses
251,725,000	Car Maintenance
42,819,000	Net Income

Subsidiaries

"Railbox" was established in 1974 to provide a fleet of free-running box cars. "Railgon" was formed in 1979 to provide a gondola fleet.

Source: Annual Stockholders' Report

RAILWAY ENGINEERING - MAINTENANCE SUPPLIERS ASSOCIATION

6955 W. North Avenue
Oak Park, IL 60302
(708) 386-1601

Inception

Railway Engineering-Maintenance Suppliers Association is the outgrowth of two predecessor associations: National Railway Appliances Association and the Association of Track and Structure Suppliers. The NRAA, under several different names, had been in existence since 1894; the AT&SS since 1914. These two associations were merged into REMSA in 1965.

Services

As stated in the Constitution and by-laws of REMSA, the "purpose of this organization shall be to promote the welfare of transportation industries in carrying on the activities of its predecessors. Its activities shall be wholly educational, looking to the greatest advancement in the efficiency, safety, maintenance, and operation thereof. It will cooperate in the development of conventions of Engineering, Maintenance, Research and Scientific Associations, and shall sponsor and hold exhibitions of equipment, appliances, and supplies held in conjunction with these meetings."

Membership

Membership is limited to corporations, firms, and individuals engaged in the manufacture or sale of transportation equipment, appliances and supplies; engineers or contractors engaged in construction and/or maintenance of track facilities; also, publishers of the technical press and others associated with the transportation industry.

Source: Railway Engineering-Maintenance Suppliers Association

GLOSSARY

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GLOSSARY

AVERAGE LENGTH OF HAUL - The average distance in miles one ton is carried. Computed by dividing total ton-miles by tons of freight originated.

CASH FLOW - Indication of net cash income or net revenue minus cash expenses. The sum of net income from continuing operations, depreciation and amortization, deferred taxes and the net decrease or increase in subsidiaries' undistributed income.

CAR CAPACITY - Load limitation of a freight car in terms of volume or weight.

CARLOAD - A shipment of not less than 10,000 pounds of one commodity from one consignor to one consignee. An originated carload is one which is loaded and begins its journey on a particular railroad; a carried carload is any carload which travels on a particular railroad, and a terminated carload is a carload which ends its journey and is unloaded on a particular railroad. Originated and terminated carloads will be counted only once, while carried carloads will be counted on every railroad which handles them.

CAR-MILE - The movement of a car a distance of one mile. An empty car-mile is a mile run by a freight car without a load; a loaded car-mile is a mile run by a freight car with a load. In the case of intermodal movements, the car-miles generated will be loaded or empty depending on whether the trailers/containers are moved with or without a waybill, respectively.

COVERAGE RATIO - Fixed charge coverage is a ratio indicating the number of times income is a multiple of fixed charge expense. The higher the value the more able the firm is to pay current interest charges. Calculated as income before fixed charges and taxes divided by fixed and contingent interest charges.

EQUIPMENT INSTALLED - A term applied to new and used equipment purchased, equipment leased from others, the return to service of equipment that was leased to others, equipment rebuilt or converted, and units (except locomotives) transferred from one class of service to another.

EQUIPMENT RENTS - Payments and receipts for all time and mileage usage of interchanged locomotives, freight cars, and other revenue equipment, and the lease rentals of equipment with terms of 30 days or more.

FREIGHT SERVICE OPERATING EXPENSES - The sum of operating expenses directly assignable to freight service and an apportionment of expenses common to both freight and passenger service.

FREIGHT SERVICE REVENUE - Revenue from the transportation of freight, switching of freight-train cars, water transfers of freight, vehicles and livestock, movement of freight trains at a rate per train-mile or for a lump sum, storage of freight, demurrage, grain elevators, stockyards, and miscellaneous services and facilities in connection with the transportation of freight.

GROSS TON-MILES - The number of tons behind the locomotive (cars and contents, company service equipment, and cabooses) times the distance moved in road freight trains.

LEASE RENTALS - The rentals of road property and equipment with terms of 30 days or longer. Such rentals exclude joint facility and joint trackage rents, insurance and maintenance elements of lease payments, and all elements of capitalized leases.

LINEHAUL - The movement of trains between terminals and stations on the main or branch lines of the road, exclusive of switching movements.

LOCOMOTIVE UNIT-MILE - The movement of a locomotive unit one mile under its own power. Miles of locomotives in helper service are computed on the basis of actual distance run in such service. Locomotive unit-miles in road service are based on the actual distance run between terminals and/or stations. Train switching locomotive unit-miles are computed at the rate of six miles per hour for the time actually engaged in such service.

MILES OF ROAD OPERATED - The single or first main track, measured by the distance between terminals, over which railway transportation service is conducted.

MILES OF TRACK OPERATED - Total track mileage consisting of first, second and other main tracks, and of yard tracks and sidings over which railway transportation service is conducted.

NET TON-MILES - The movement of revenue and/or non-revenue freight a distance of one mile. Includes a reasonable portion

GLOSSARY

of the weight of exclusive work equipment and motorcar trains moved one mile.

NON-REVENUE FREIGHT - Company materials and supplies transported without charge in freight trains of a particular railroad for its own use.

OPERATING EXPENSES - Expenses of furnishing transportation service including the expense of maintenance and depreciation of the plant used in the service.

OPERATING RATIO - The ratio of operating expenses to operating revenues.

OPERATING REVENUE - The amount of money which a carrier receives from transportation operations.

PAYROLL TAXES - Taxes based upon wages paid to employees, usually imposed for retirement, unemployment or sickness benefits.

SALARIES AND WAGES CHARGEABLE TO OPERATING EXPENSES - Includes direct compensation paid or payable to employees for services related to maintenance and operation of a railroad, including profit sharing, stock option plans, and paid time off. Excludes amounts payable for services chargeable to additions, betterments, new construction work, labor billed by contractors, other companies, and joint facilities.

RAIL LAID IN ADDITION - Rail laid in connection with the construction of new track.

RAIL LAID IN REPLACEMENT - Rail laid in connection with maintenance or track upgrades, replaces track previously in place.

REVENUE TON-MILE - The movement of a ton of freight one mile for revenue.

SWITCHING AND TERMINAL RAILROAD - A company primarily performing switching service, furnishing terminal trackage, bridges, or other facilities such as union freight stations, operating ferries, or performing any one or combination of these functions. It may coincidentally conduct a regular freight or passenger service.

SWITCHING SERVICE - A railway service performed under yard rules and regulations. It may involve the classification of cars according to commodity and destination; the assembling of cars for train movement; changing the position of cars for purposes of loading, unloading, and weighing; the placing of locomotives and cars for repair and storage; and the moving of equipment in connection with the carrier's work service not constituting a road movement.

TIME PAID FOR BUT NOT WORKED - Payment for holidays, absence due to leave, vacations, and miscellaneous time paid for but not worked (such as attending court, suspensions, sickness, etc.).

TOFC/COFC - Trailer on a flat car/container on a flat car. Often referred to as intermodal service.

TRACK MILE - One mile of single track (see also miles of track operated).

TRAIN-HOUR - The elapsed time of a road freight train between the time of leaving the initial terminal and the time of arrival at the final terminal, including train switching at the time of arrival at the final terminal, train switching at way stations, and delays on road.

TRAIN-MILE - The movement of a train a distance of one mile.

WAYBILL - The document covering a shipment and showing the forwarding and receiving stations, the name of consignor and consignee, the car initials and number, the routing, the description and weight of the commodity, instructions for special services, the rate, total charges, advances and waybill reference for previous services, and the amount prepaid.

WORK EQUIPMENT - Equipment which can be coupled in a train for movement over the carrier's tracks, and which is used in the carrier's work service. Includes such equipment as ballast cars, business cars, company cars, derrick cars, ditching cars, outfit cars, pile drivers, snow dozers, tool cars, wrecking cars, and others.

YARD - A system of tracks within defined limits, whether or not part of a terminal, designed for switching services, over which movements not authorized by time-table or by train order may be made, subject to prescribed signals, rules and requirements.

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